# CYCLE NEWS®

America's weekly motorcycle newspaper

March 16, 1994: Number 10 (outside the U.S. $2.75) $2.00

FLORIDA HEATS UP

## Hale's hot in Daytona Sprints

## LaRocco burns 'em in Gainesville 250cc Nat'l MX opener

**Interviews:** Troy Corser and Jeff Matiasevich

**Impression:** 1995 Yamaha YZF600

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**Michael Brandes** (Kaw) and **Axel Holvoet** (Yam) were the winners in the 125 and 250cc Expert classes, respectively, at the GFI Winter Series North-South Showdown, at Perris Raceway in Perris, California, March 6. **Donald Upton** (Yam) was second in the 125cc division, with **Greg Schnell** (Suz) finishing third. In the 250cc class, **Brian Manley** (Yam) and Upton placed second and third, respectively. The day before, at the final round of the Winter Series South, Brandes won both the 125 and 250cc classes ahead of Upton. **Cory Keeney** (Kaw) was third in the 125cc division, while **Mike Chamberlain** was third in the 250cc class.

**Barry Carsten** (Suz) won the 125 and 250cc Expert classes at the Gainesville Amateur Supercross, March 4 at Gatorback Cycle Park in Gainesville, Florida. **Michael McDonald** (Suz) and **Randall Harris** (Kaw) finished second and third, respectively, in both divisions.

**David Aldana** won the AHRMA BMW Battle of the Legends at Daytona International Speedway, March 7. **Yvon DuHamel** finished second and **Jay Springsteen** was third. The AHRMA Sound of Singles Expert class was won by **Alan Carter** (Duc) with **Rodney Fee** (W-R) and **Alan Cathcart** (Duc) finishing second and third, respectively. Carter also won the Sound of Singles Senior division, which was run simultaneously with Cathcart finishing second; **Russ Mattson** (W-R) finished third. In the Battle of the Twins race, **Andrew Stroud** (Bri) took the win ahead of **Pablo Real** (Duc) and **Nick Ienatsch** (Bim). **Todd Henning** was the big winner in AHRMA Vintage racing, taking the 500cc Premier, Formula 250, and 350 and 500cc Sportsman divisions. **David Aldana** (Mat) and **Stephen Mathews** (Mat) rounded out the top three in the 500cc Premier division.

Spaniard **Luis D'Antin** (Hon) won the 250cc class during the second round of the Open Ducados road race series at the Catalunya circuit in Barcelona, Spain, on March 6. D'Antin beat German **Bernd Kassner** (Apr) and Spaniard **Miguel Castilla**. The 125cc class win went to Spain's **Emilio Alzamora** (Hon) over countryman **Carlos Giro** (Apr) and Australian **Garry McCoy** (Apr). The only American in the series, **Kurtis Roberts**, crashed out of the 125cc race on the warm-up lap.

Road racer **Chris D'Aluisio**, the second place finisher in the AMA 250cc Grand Prix Series in 1993, will be Aprilia-mounted this year, beginning with the March 11 running of the International 100k race at Daytona International Speedway. The deal came about as a result of an "In the Wind" item that ran in *Cycle News* about a month ago. "Two days after that blurb ran in the paper, John (Lassak) saw it and called Brad (Lowe)," D'Aluisio said. Brad Lowe, who put the deal together, runs an import company based in France and has ties to Aprilia. "Aprilia wants to better their name in the U.S., so they're helping out," D'Aluisio said. "I was beginning to get more and more anxious to race and the phone call got me motivated. I've been training for bicycle races so I just changed my training style a little bit. What had made me not want to race was that it seemed like the field was minimal. Then I heard Jimmy (Filice) was riding, Nick (Ienatsch) had a good deal, Danny (Walker) and Rich (Oliver) would be riding. It kind of bummed me not being there." The team will also get backing for Spectro Oils in a deal which was put together by former National Road Race Champion **Mike Baldwin**.

The **AMA 125cc National Motocross Series** will be broadcast on ESPN2, according to the AMA. All 12 rounds - as well as the 125cc support class of the U.S. GP from Budds Creek, Maryland - will be aired in one-hour shows.

**Harley-Davidson** has posted $4300 in special awards for amateur dirt track racers participating in AMA events featuring the 883 Sportster. Each of the 43 AMA districts will be provided with $100 Harley-Davidson gift certificates to award champions in the Harley-Davidson 883 dirt track class.

Road racer **Ron McGill** will campaign the AMA/CCS 883 Twin Sports series aboard a Brians' Harley-Davidson of Langhorne, Pennsylvania-backed 883 Sportster. There is also the possibility that McGill will ride a Harley-Davidson VR1000 superbike later in the season. McGill was running third in the 883 series in 1992, but he season was cut short when he suffered a broken neck in a car accident. McGill will also ride a Manfred Hecht/Pete Johnson Moto-Guzzi 1200 in the Team Challenge endurance series.

**Kenny Noyes**, the 15-year-old son of Dorna press officer **Dennis Noyes**, finished second in his class during the indoor mini bike races at San Jose Speedway on February 26. Noyes was joined in the Barn Burner Series by **Scott Copeland**, who is Wayne Rainey's assistant. Copeland also finished second on his Honda XR100 after being beaten by Lynette Wosick (we would have loved to have been a fly on the wall when Rainey heard that result).

World Superbike Champion **Scott Russell** and factory Suzuki MXer **Phil Lawrence** were featured as part of a story titled "Those Racy Racing Bachelors" in the latest issue of Cosmopolitan magazine. In the story, Russell says his favorite type of girl is "just herself - for real, free-flowin' - like me." Lawrence says his favorite type of girls are those who "show a lot of teeth. I like a real big mouth."

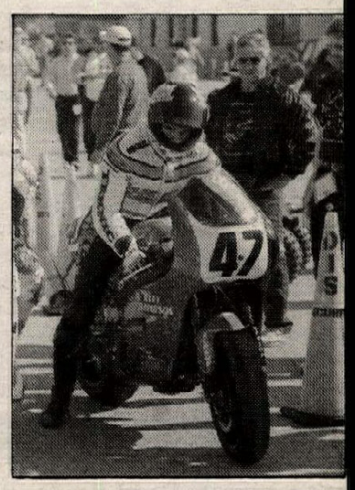
If you're interested in the new Honda CRE line, you might want to give **Manchester Honda Racing** a call at 800/348-0070. The Connecticut shop has established the toll-free hot-line especially for the two-stroke off-road bikes, which are being imported by CRE Imports.

Despite the fact that it is being held the same weekend as a National Enduro (March 26-27), the **Tecate 250 K** enduro is still drawing some big names, including none other than Marty Tripes, who has signed to ride on the same minute as his brother Mike. Suzuki's Guy Cooper is also planning to ride.

Multi-time MX National Champion **Jeff Ward** phoned the *Cycle News* offices on Friday, March 4, to let us know he's thinking of starting a motocross school. Ward is basically feeling out what the response would be to a Wardy Racing School that will likely begin in southern California. Ward says the school would be open to all levels of riders and all brands of motorcycles. For more information call Ward at 714/248-5882.

Australian **Michael Doohan** unofficially lowered the track record at Eastern Creek in Sydney, Australia, during his final pre-season test session on the Honda NSR500, February 28 through March 4. Doohan circulated the 2.41-mile race track in one-minute, 31.3 seconds to take a tenth of a second off the

# The Harley VR1000 makes its debut



Very few machines have been as eagerly anticipated as the new Harley-Davidson VR1000 Superbike, partially because it's been cloaked, until recently, in a veil of secrecy, and partly because it's been five years in the making - but mostly because it's a Harley and they haven't been in the Daytona 200 for 20 years. The team chose the Daytona AMA/CCS at Daytona International Speedway on March 5-6 to unveil the machine, even setting up an unfaired show bike at the entrance of the team's garage.

Everyone had their stopwatches on Miguel DuHamel as he went out for practice. The early times were respectable, one-minute, 56-second laps while the best teams were doing 55s and 54s - but practice was just a teaser. The V-twin would make its competitive debut in the Unlimited GP class, running against the factory Ducatis and Suzukis.

The race was red-flagged on the fifth lap, with DuHamel in the lead trio after having led briefly. How much of that was the bike and how much DuHamel is hard to say. One thing is certain: DuHamel was riding it as hard as it could be ridden, spinning the rear tire out of turn one and leaving long black marks into turn two, and braking as hard as anyone. Officially, he would be credited with third place due to the red flag, but it was a moral victory.

"I had no doubt when we were on the starting line that the bike would run good," DuHamel said. "The team worked until 2:00 a.m. on the machine. The only thing I was concerned with was getting a good start. We had never practiced starts with the machine and I thought we did good."

Mirage Racing's Dale Quarterley, who diced with DuHamel for most of the race, agreed.

"I was kinda impressed with how stable it handled," Quarterley said. "It was real sure-footed. It wasn't wiggling or twitching or doing anything silly - it was right there. It seemed to have real good torque right off the turn, but when it got a little up in the rpm's it seemed to be lacking a little horsepower and that's when the Kawasaki went by it. It's certainly not that far off the pace."

"I think we all smiled a bit broader when Miguel got back to the garage and we saw Steve (Scheibe, racing team manager) crack a smile," said Art Gomper, Director of Public Relations for Harley-Davidson Motor Company. "We're under a lot of pressure - a lot of people are watching us to see how we do. Miguel's ride lifted all our spirits. We definitely have to be happy with how we did. We're in an uphill battle anytime we're out on the track. I think we've surprised a lot of people and I hope we continue to do so.

"I think people's expectations are very high. There's always something to prove when you haven't been involved in something for 20 years. It's a big barrier. People have been saying all along that we couldn't make Daytona. I think we've proven some things because we're here. We'd definitely love to prove the world very wrong about how good this effort is," Gomper added.

"We can't do anything about horsepower right now," DuHamel began, "so I've been fine-tuning the brakes since we've been here. I keep asking for more and more braking power so that I can make up some of the time we lose by not being as powerful as some of the other bikes."

Their second outing wasn't as successful. In the Expert Heavyweight Superbike, DuHamel was running in third place when he had a clutch failure coming out of the chicane onto the East Banking. By then Ducati's Troy Corser was long gone, with DuHamel sandwiched between Quarterley and Lucky Strike Suzuki's Donald Jacks. For complete coverage of the AMA/CCS weekend, see page 12. **Henny Ray Abrams**

# California Desert Bill headed for Senate Floor

According to the AMA, the controversial California Desert Protection Act, which will shut down approximately 9 million acres of public land in the California desert to a variety of uses including motorized recreation, may soon be scheduled for debate on the floor of the U.S. Senate.

The bill, designated S.21, passed out of the Energy and Natural Resources Committee last October, just prior to Senate adjournment. It was unclear at the start of this year's session when S.21 would be scheduled for Senate floor debate. However, sources have told the AMA that Senate Majority Leader Sen. George Mitchell (D-Maine) will seek floor passage of the desert bill by March 25. The Senate will then recess for the Easter holiday and return April 10.

What is not clear is whether the bill's sponsor, Sen. Dianne Feinstein (D-California), has made the necessary arrangements for the bill's passage.

According to AMA Washington representative Jim Bensberg, maps of the affected wilderness areas have not been prepared since the bill was amended in committee. In addition, other Senate requirements must be met before the bill can be considered.

Meanwhile, in the House of Representatives, H.R. 518 (the companion bill to S.21), is awaiting the outcome of Sen. Feinstein's bill. A similar bill was passed by the House in 1991 but stalled in the Senate.

record he set in the 1992 Australian Grand Prix. Doohan completed some 300 laps during the test, according to *Cycle News* correspondent Bernie McGuire. "I'm really looking forward to this season," Doohan said. "I wouldn't start the year setting my sights on any other position except finishing first. It would be a waste of time. It's going to be a tough year and there are a lot of guys out there who think the same way as well. However, all I know is that I don't want any of them to beat me. I will be concentrating on doing my own job." Lucky Strike Suzuki's **Kevin Schwantz** and Marlboro Yamaha's **Luca Cadalora** both lapped Eastern Creek in 1:34.1 in pre-season tests with Cadalora's teammate **Daryl Beattie** clocked a 1:31.6.

Noted tuner **Erv Kanemoto** was in attendance at the HRC test in Australia, working with 250cc Grand Prix rider **Tadayuki Okada** of Japan. Kanemoto only recently signed a deal with HRC, but there is still some question as to the team completing the entire season. "The HRC budget we have for Okada to compete as present will only allow us to complete about 60 to 70 percent of the season," Kanemoto said. "So I am hoping to organize a sponsor soon." Okada's best lap at Eastern Creek was a 1:33.5.

AMA/CCS Harley-Davidson U.S. Twin Sport National Champion **Scott Zampach** will again team with tuner Don Tilley in an effort to win their fourth Twin Sport championship in 1994. "I am very excited about this upcoming racing season," Zampach said. "Don and I work so well together and I am really happy that we can compete in the Harley-Davidson U.S. Twin Sport Series again. We will also campaign a Harley VR1000 superbike as soon as the factory releases one to us. I was definitely upset that I was not offered the factory ride; however, everything is meant to be and I am confident that Don and I will have even better results while still having fun and enjoying the races."

**The Trailblazers**, a fraternal organization of early day motorcycling enthusiasts, will host their 50th anniversary banquet on Sunday, April 10 in Alhambra, California. In addition to the banquet, the event will also include a display of antique and classic motorcycles. For more information call Ed Kretz Jr. at 818/285-6666, Don Emde at 714/249-2270 or Bill Bagnell at 714/786-8183.

Best in the Desert's **Casey Folks**, who also serves as the course official for the Nevada Rally, is planning to ride the Tunisia Rally in April. Folks will pilot a factory-backed KTM 620 LC4 in the nine-day rally. "I'm mainly going over there to gain some more experience with rallies," said Folks. "I think I'll learn a lot, and that will help the quality of our event (the Nevada Rally) this summer."

Apparently, the rides of **Billy Liles** and **Joel Smets** are safe for the '94 500cc World Motocross Championship Series. Last week, we reported that the FIM was considering not issuing a constructor's license to Vertemati, manufacturers of the trick one-off four-strokes that Liles and Smets will campaign. We have since learned that refusal to issue the license would affect only the manufacturers' championships, not the individual riders. In order to avoid paying an entry fee, it is not uncommon for a smaller manufacturer to voluntarily decline participation in the series, but Vertemati wanted to compete and may not get the opportunity. The small Italian manufacturer stands a realistic chance at winning the manufacturer's title if they are given the chance.

More schedule changes from the FIM - this time to the **World Championship Superbike Series**. The third round of the series in Misano, Italy, has been moved from May 22 to May 29; the sixth round of the series scheduled for August 21 will be held in Sentul, Indonesia, instead of Johor, Malaysia; the 10th round of the series in Jerez, Spain, has moved from October 9 to October 2; and the 11th round of the series scheduled for October 30 will be held at Phillip Island in Australia instead of Sentul, Indonesia.

The other major schedule change to come from the FIM is that the **125cc World MX Championship** round scheduled on May 1 in Argentina will now be held in Vila Santa Cruz, Cordoba, on May 1.

There is a chance that **Inside Motocross**, the quarterley publication that folded after just four issues, may make a comeback. Editor **Fran Kuhn** has parted ways with AXO, the publishers of Inside Motocross, and has joined forces with Motor Trend's Jeff Karr. The pair are currently feeling the waters to see if the industry would be receptive to continuing the magazine with a different publisher. If the plan takes off, the publication would likely use a different title.

International Speedway has announced that **Bruce Flanders** will be

*Continued on page 67*

# RC Cola to back Harley-Davidson dirt track team

RC Cola has signed a one-year contract to sponsor the factory Harley-Davidson dirt track team of 1992 AMA Grand National Champion Chris Carr and four-time Grand National Champion Scott Parker, according to Harley-Davidson Manager of Racing Promotions Art Gomper.

"We are very excited about the new association between RC Cola and Harley-Davidson," said Gomper of the Ft. Lauderdale, Florida-based company that also owns the Arby's Roast Beef restaurant chain in addition to producing RC and Diet Rite colas. "The people at RC Cola are very excited about Harley-Davidson, and this pairing will definitely generate more exposure for our team. I hope that their involvement will attract more outside sponsors into the sport of dirt track."

Though the traditional team leathers will remain the same - black pants and a white jacket with an orange stripe - RC Cola logos will be prominently displayed on the jacket and also on the motorcycle's tail section.

"I went to an RC Cola bottler's convention on February 19 and 20th," said Carr, when questioned about the team's new sponsor. "But that's all I can tell you right now."

Gomper also alluded to a possible deal between RC Cola and the AMA. "The guys at RC are considering meeting with the AMA about possibly putting up some money to sponsor some challenge races," said Gomper. "I hope that it happens, but we'll have to wait and see. The loss of sponsorship from Camel was a big blow to the sport. We at Harley-Davidson have kept up our interest, I just hope that some new things are on the horizon."

"We are emerging from a decade of neglect," Don Lenehan, senior vice president of Royal Crown, said in an interview with the Milwaukee Sentinel. "What sets us apart from Coke and Pepsi is that we are adapting the attitude that Harley-Davidson already has: We will not battle them with a checkbook, but will attack their weak points."

Royal Crown's sponsorship will include a summer sweepstakes in which a Harley Heritage Softail Classic will be awarded to the winner. Three other motorcycles and assorted Harley gear will also be given away.

# Bell shows off "flat" look

Bell Helmets showed a new "Seven Degree Helmet" at Daytona International Speedway during the AMA/CCS Sprint race weekend on March 4-6. The helmet is basically an M-1 with the back flattened at a seven-degree angle.

Among the Bell Helmet users trying it at Daytona were Yamaha's Eddie Lawson, Vance & Hines' Jamie James, Lucky Strike Suzuki's Tom Kipp, John Ashmead and Greg Esser.

"It's not lifting and it's not buffeting," said Jack Jarboe, a Bell custom painter and race rep. "People are sharing them because they work so well."

As to how they came to the proper angle, Jarboe said: "We just hit it. In Indy cars (where the helmet made its debut), we have different fairings for different chassis." Jarboe said that wind-tunnel testing wasn't needed since it can be simulated on a computer.

"This was really a stab in the dark to get input," he said.

The only downside to the helmet is that the flat spot on the back acts like a wind foil if you look back to see who's behind you.

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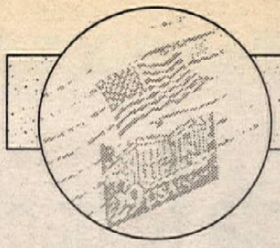

# VOICES
## Letters to the editor

### Misleading

Regarding your coverage of the final round of the Florida Winter AMA Series. The portion concerning the championship title race in the 85cc 12-13 class between Matt Walker and Justin Buckelew was misleading. Your story stated that Walker was awarded the title because Buckelew was penalized a lap. Actually, before Buckelew was penalized, he finished the race second with Walker third. This gave Walker the title by one point. The penalty had nothing to do with the series title.

**Lyn Walker**
**McRae, GA**

### Desert racing role model

While running in the top five overall at the Huntington Beach M.C. National Hare and Hound, Ted Hunnicutt had a high-speed crash and was injured. Paul Krause was the next racer in the area. Without hesitation, Paul threw away his chances for a good finish to help a fellow competitor and friend. As I rode up a few minutes later, what I saw was Paul kneeling down beside his friend, with a look on his face of true concern for another human being. Paul stayed with Ted and got him safely back to the pits so he could be taken to the hospital.

You never know how you will react when faced with decisions like this in your life, but in my book, Paul Krause passed with flying colors.

**Bill Fullmer Jr.**
**Oceanside, CA**

### Scalzo 1

Well, he did it again Joe Scalzo, I mean. Every time I read one of his exposes, I get the chills. The latest was about Roxy Rockwood (Issue #8, March 2). I didn't know Tommy was his son. I grew up fantasizing, looking at the Triumph motorcycle factory team poster which had Rockwood on it. Along with Rockwood were guys like Nixon, Mann, Palmgren and Aldana...Wow!

I did get to race - never well. I got a national number and raced at Ascot. I came off the penalty line once on a Triumph, in the Wood-Rotax era, when I was a Junior, and jetted to the front. I was told by my sponsor, Don Stevens, that Roxy was going crazy about it. I went wide in turn one. Oh, well.

The reason Roxy was good, is that he felt the same way about dirt track motorcycles that Scalzo does - the way I feel, but can't describe. Thanks.

**W. Kit Farley**
**Park City, UT**

### Scalzo 2

I couldn't resist responding to the excellent article by Joe Scalzo "Roxy Most Remarkable" (Issue #8, March 21). I've appreciated a good race from both sides of the fence and the best person at providing public address coverage of what was going on was the late Roxy Rockwood.

He fully understood that the fans could be better fans if they knew more of what each racer had accomplished to date, what tracks were favored by which competitors, who had recently found new horsepower or experienced new successes. He was, indeed, an encyclopedia of racing, but it was hard-earned. I've seen his crib sheets that systematically reflected each star's record, by National wins, by track type...he always did his homework. And most importantly, he drew fans' attention to action on the track; as Scalzo stated, that action could be deep in the pack. Roxy highlighted racer drama - he never wanted fan attention for himself.

Roxy has left two sons in addition to the departed Tom Rockwood. John is still a career Navy man and Tim, a former successful dirt tracker and road racer, resides and works in southern California.

Again, good work Scalzo - and thanks *Cycle News*.

**Mike Vancil**
**San Jose, CA**

### Great, good, bad

I have three things for you. First, whatever you are paying Joe Scalzo it isn't enough. The first thing I look for when Friday rolls around are his articles. His matter-of-fact style isn't cluttered up with meaningless, flowery prose, and he manages to put a human face on the legends of which he writes. Well done, sir.

Second, finally someone wrote a reasonable review of Honda's CB1000 (Issue #8, March 2). I bought the first one available at the dealership after seeing the machine in Japan several months earlier, and I love it. The magazines moaned about the notion that it's "slow." Slow? No, it won't run 150 mph, but on any bike with no type of fairing, you approach 100 mph with a full appreciation of the speed at which you are traveling. It has superb suspension, comfortable ergonomics, and the engine eliminates all the problems associated with air-cooling. I own four sportbikes and I spend more time on the CB1000 than all the rest combined. Enough said.

Finally, Michael Scott's piece on the imminent demise of the 500cc GP bikes (Issue #7, February 23) was long on possibilities and short on realities. If it is financially unfeasible to support the 500s, how can the automobile factories continue to build Formula One machines? Is there a direct relation to auto sales based on race performance, or rather, is it indirect? Same with the bikes - you can't buy what they race, but victory means sales. And if he is correct, and the 500s go the way of the 750cc two-strokes, so be it. I'd pay to see the Lawsons, the Doohans, and the Schwantzs race on mopeds. Keep up the good work.

**Randy Townsend**
**Vacaville, CA**

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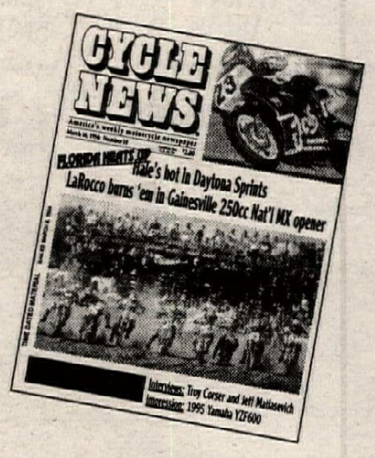



## ON THE FRONT COVER

A herd of screaming 250cc Experts leave the line at the Gainesville National MX. Turn to page 6 for a full report. Photo by Kinney Jones. Inset photo: Mike Hale started off his week at Daytona with a win in the AMA/CCS Sprints. Get the facts on page 12. Photo by Henny Ray Abrams.

# NEVER BEFORE!

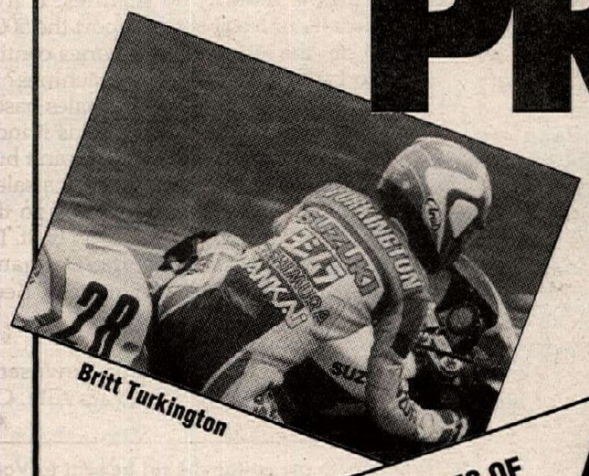
Kevin Schwantz

***Never before has One Helmet claimed more Champions in more major forms of Racing than Arai did in 1993. We salute everyone of you who wore and won with Arai last year.***

Jeff Stanton

# AND PROBABLY NEVER AGAIN.

Ricky Graham


Britt Turkington

Chris Carr

**MORE CHAMPIONS IN MORE FORMS OF RACING THEN EVER:**

**Kevin Schwantz** - 500cc GP World Champion
**Tetsuya Harada** - 250ccGP World Champion
**Alain Prost** - Formula One World Auto Racing Champion
**Nigel Mansell** - CART/PPG Indy Car Auto Racing Champion
**Greg Albertyn** - 250MX World Champion
**Guy Cooper** - World SuperCross Champion
**Doug Toland** - World Endurance Roadracing Champion
**Ricky Graham** - AMA Grand National Dirt Track Champion
- AMA H-D 883 Dirt Track Champion
- AMA Continental Tire Cup Champion
- MOTORCYCLIST and CYCLE NEWS Rider Of The Year
**Christy Carlson** - IJSBA Women's Preofessional Jet Ski Champion

***TOTAL WERA DOMINANCE***

**Team Suzuki Endurance - National Endurance Champions**

*Formula USA* - **1st, Chuck Graves**
- **2nd, Rich Oliver**
- **3rd, Michael Martin**

*Formula 2* - **1st, Rich Oliver**
- **2nd, Kurt Hall**
- **3rd, Chuck Sorenson**
- **4th, Danny Walker**
- **5th, Chris D'Aluisio**

*Formula 3* - **1st, Tommy Hayden**
- **2nd, Rodney Fee**
- **3rd, Nicky Hayden**

*1100 Superstock* - **1st, Kevin Rentzell**
- **3rd, Dave Stanton**
- **4th, Steve Paterson**

*750 Superstock* - **1st, Kurt Hall**
- **3rd, Steve Paterson**
- **4th, Kevin Rentzell**
- **6th, Dave Stanton**
- **7th, Chuck Graves**

*600 Superstock* - **1st, Dave Stanton**
- **2nd, Steve Paterson**

**Britt Turkington** - AMA 750 SuperSport Champion
- 2nd, AMA 600 SuperSport Championship
**Takahiro Sohwa** - 2nd, AMA 750 SuperSport Championship
**Jason Pridmore** - 4th, AMA 750 SuperSport Championship
**Chris D'Aluisio** - 2nd, AMA 250GP Championship
**Chris Carr** - AMA 600cc National Dirt Track Champion
- 2nd, AMA Grand National Dirt Track Championship
**Aaron Hill** - 3rd, AMA 600cc National Dirt Track Championship
**Jeff Stanton** - 2nd, AMA National 500MX Championship
- 3rd, AMA National SuperCross Championship
**Steve Lamson** - 3rd, AMA National 250MX Championship
- 4th, AMA National 500MX Championship
- 5th, AMA National Supercross Championship
**John Dowd** - 4th, AMA National 250MX Championship
**Scott Summers** - AMA National Hare Scrambles Champion
- 2nd, AMA National Cross Country Championship
**Scott Plessinger** - 2nd, AMA National Hare Scrambles Championship
**Kelby Pepper** - 3rd, AMA National Enduro Championship
**Jeff Russell** - 4th, AMA National Enduro Championship

Guy Cooper

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## Round 1: Gatorback Cycle Park

# LaRocco, Emig shine in Florida

(Left) Kawasaki's Mike LaRocco (7) chases down first-moto winner Brian Swink (10) in the second 250cc National moto. LaRocco eventually passed the Team Suzuki rider to win the moto and score the overall victory with 2-1 moto finishes. Swink ended up third overall. (Below) Winner Jeff Emig (left) and runner-up Steve Lamson spray each other with champagne on the 125cc victory stand.

**By Donn Maeda**
**Photos by Kinney Jones and Maeda**

GAINESVILLE, FL, MAR. 6

What a difference an off-season can make.

To a competitive spirit, second place is not much different than last - and quite often the agony of defeat only makes the hunger for the victory grow stronger. Last year, Team Kawasaki's Mike LaRocco and Team Yamaha's Jeff Emig found themselves close - but with no cigar - in their respective classes when all was said and done. Instead, it was Kawasaki's Mike Kiedrowski and Honda's Doug Henry who emerged the title-winners in the 250 and 125cc National Championship Series.

Though it is quite unlikely that Kiedrowski and Henry spent the off-season basking in their glory, it is quite probable that LaRocco and Emig spent their winter months training harder than ever, intent on improving their 1993 positions by one.

When the dust settled after the season-opening Gainesville National MX at Gatorback Cycle Park, it was none other than LaRocco and Emig who emerged the victors in the 250 and 125cc classes, respectively. After being bested by Suzuki teamster Brian Swink in the first 250cc moto, LaRocco stormed through the pack to secure the overall victory with a win in the all-important second moto.

"I'm not happy if I'm not winning; it's just no fun," said LaRocco. "Maybe now I can ease up on myself for a week or so."

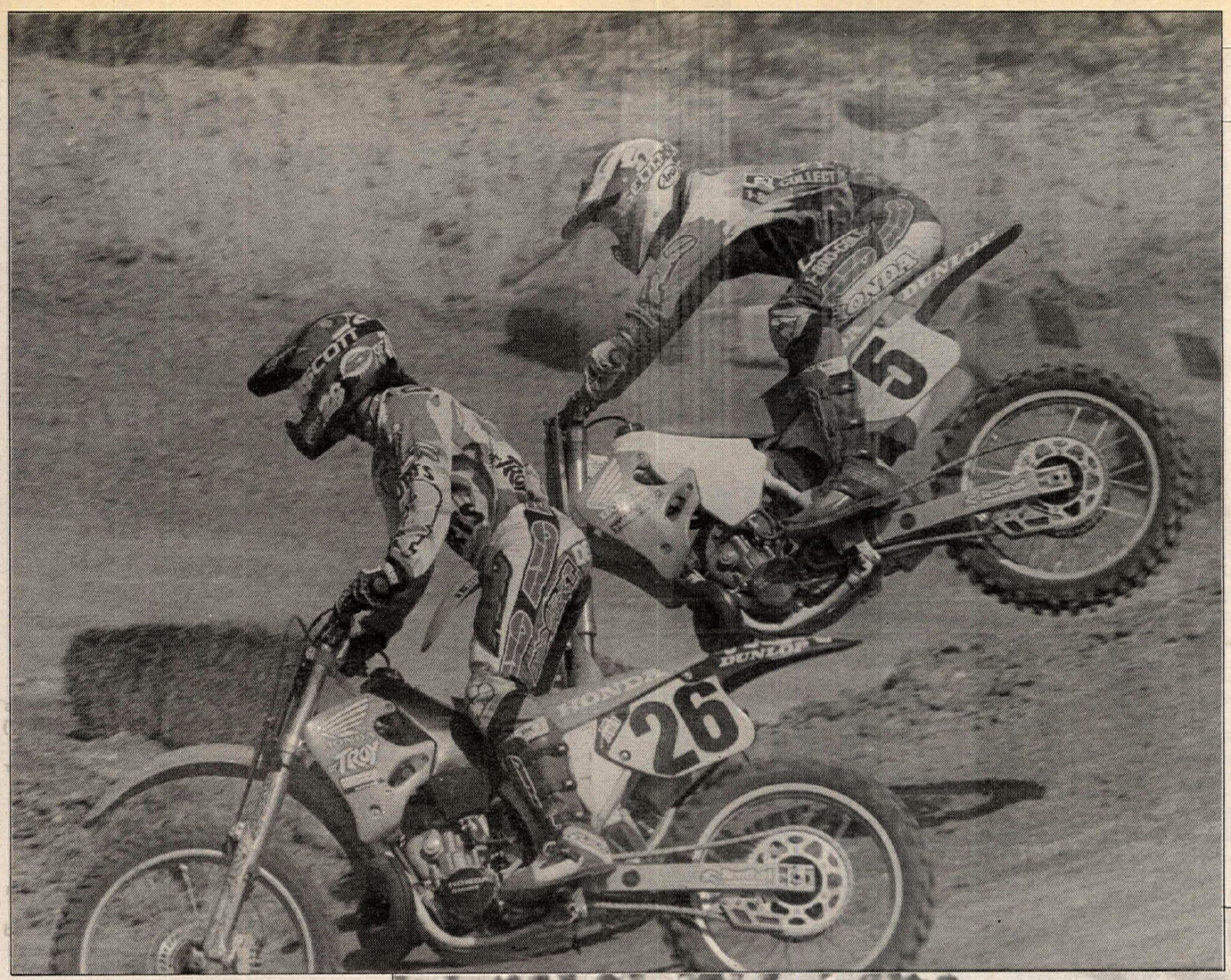
First-moto winner Swink "hit the wall" in moto two - after leading the early stages of the second race, he faded to a distant eighth. No matter, Swink's popular win in the first moto was good enough to secure third overall. Team Yamaha/Boyesen/Penske rider John Dowd snuck into second overall with consistent 5-2 moto finishes.

As for Emig, he topped his peers with a convincing win in the first moto and a steady third in moto two. "I usually start the series off slowly, but I'm ready this year," said Emig, who last year lost his crown to Henry. "I started training harder, earlier, this winter."

Easily besting the field in the final 125cc moto was teenage sensation Robbie Reynard, but a first-moto ninth held the Kawasaki rider to fourth overall. Honda's Steve Lamson and Suzuki's Ezra Lusk rounded out the podium.

But what about the two new champions? Both Kiedrowski and Henry turned in less-than-stellar performances in their inaugural rides with their number one plates.

In the 250cc class, Kiedrowski ended the day a solid fourth, despite being well off the leaders' pace. For Henry, the day was one that he'd rather forget. After finishing a distant sixth in the first go-round, Henry steadily faded back into the pack in moto two before pulling



(Left) Three-time 250cc National MX Champion Jeff Stanton (5) was hampered by bad starts. Here, he passes Honda of Troy's Todd DeHoop en route to a fifth-place overall finish. (Below) Team Kawasaki's Robbie Reynard (33) won the second 125cc National moto, much to the delight of his father/tuner, Robert. In the first moto, Reynard finished ninth and ended up fifth overall.

off the track with severe stomach cramps. Henry was 13th overall in the 125cc division.

And then there's Camel Supercross Champion Jeremy McGrath. After raging through the 250cc class field in moto one to finish fourth, McGrath "cruised" home sixth in moto two after a close encounter with his fuel tank. McGrath was sixth overall.

### 250cc

Eager to strut his stuff, defending champion Kiedrowski ripped off the line in the first 30-minute-plus-two-lap moto and led the 40-man field through the first turn. It was Swink, however, who had the most courage in the first two turns and zipped from fifth into first. "I just had a good line and held it on," said Swink, who went on to establish an immediate lead.

"I was pumped to get the holeshot, but I hit some bumps and swapped, and Swink got by me," said Kiedrowski.

LaRocco and Suzuki's Jimmy Button also pounced on the faltering Kiedrowski and snuck into second and third, respectively. Button surprised not only LaRocco, but the crowd as well, by turning up the wick and passing LaRocco for second at the start of lap two.

"I felt really strong," said Button, who for the past few years has raced a 125. "The 250 fits me better outdoors."

It wasn't until lap four that LaRocco was able to displace the lanky Button, and by that time Swink had pulled out a five-second lead. Meanwhile, Kiedrowski, Doug Dubach, Cliff Palmer, Dowd and McGrath rounded out the top eight.

While Kiedrowski worked on Button, LaRocco did his best to reel in the fleeting Swink. Kiedrowski succeeded in displacing Button in a matter of turns, but it would take until lap eight for LaRocco to close to Swink's rear fender.

"I felt good, but my arms started pumping up really bad about the halfway mark," said Swink, who repeatedly shook his hands off of the bars while jumping. "By the time LaRocco caught me, I had loosened up and was able to pick up the pace."

Try as he might, LaRocco was unable to find the extra edge needed to overtake Swink and would eventually settle for a close second. "Brian rode a really good race," said LaRocco. "Once I caught him, he adapted to my better lines very quickly so that I couldn't pass."

After passing Button, Kiedrowski was unable to keep pace with LaRocco and Swink, and finished a distant and lonely third, some 13 seconds back.

"I fell down in the back section of the track and lost some time," explained Kiedrowski. "After that, it was no use trying to catch them and wasting a lot of energy."

McGrath crossed the finish line in fourth after putting on a very-impressive charge through the pack. McGrath started the race in 12th, and pushed hard from start to finish. "I just want to get through this race healthy," said

# Round 1: Gatorback Cycle Park

(Right) Suzuki's Jimmy Button (34), privateer Buddy Antunez (50) and Team Noleen/Sizzler/Yamaha's Larry Brooks (31) charge into the first turn nearly three-abreast in the 250cc National. (Below) After finishing sixth in the first moto, the defending 125cc champ, Team Honda's Doug Henry was sidelined in the second moto with stomach cramps.

McGrath, who admitted to being quite nervous prior to the race. "I just need to get a better start; I got totally hacked in the first turn."

Dowd managed to sneak past Dubach for fifth, while KTM's Palmer crashed out of the race near the halfway point with a flat front tire. Button faded to seventh, one better than multi-time Supercross and 250cc National Champion Jeff Stanton, who suffered a horrendous start.

Dowd ripped off the line with the holeshot in the second moto and led Team Noleen/Sizzler/Yamaha's Larry Brooks, Swink, Button and Jeff Matiasevich. LaRocco was eighth, Stanton 10th, and Kiedrowski 14th.

"I actually didn't get the holeshot, but I flat-tracked it and came out in the lead," said Dowd. "That actually made me nervous, I hate getting the holeshot."

No worries. Dowd's moment in the spotlight lasted only half a lap before Swink shot past both he and Brooks for the lead. Just as he did in moto one, Swink began to pull away.

"I knew that I used up a lot of energy in the first race, so I wanted to get away quick," said Swink.

Just as he did in the first moto, Button suddenly appeared at the front of the pack and moved into third, behind Swink and Brooks. Lap two spelled disaster for Button, however, as his bike slipped into neutral approaching a huge uphill double jump and sent him on an impressive trip over the bars. Though he remounted uninjured, Button failed to finish aboard his severely bent Suzuki.

Matiasevich was the next rider to come alive, and scooted into second place. Early front-runner Brooks dropped off the pace, while LaRocco joined the battle for second. Six seconds behind Swink, Matiasevich, Dowd and LaRocco circulated the track in close formation.

"It really sucked being at the end of the (three rider) pack," said LaRocco. "It was super dusty out there."

With LaRocco pushing Dowd, and Dowd pushing Matiasevich, the three-rider formation began to quickly close the gap on Swink. "I started to get really tired just before the half way point," said Swink, who eventually faded to eighth. "I just couldn't hold on."

Matiasevich was the first rider to pass Swink, and the spectators roared when the popular privateer took over the lead. Matiasevich's moment of glory lasted only one lap, however, as LaRocco stormed past Dowd and - soon after - into the lead. Once into first, LaRocco began to establish a lead that would stretch to seven seconds at the finish.

"I wasn't too worried when I got a lousy start," said LaRocco. "But when I saw Brian up front I knew that I had to move quickly. But within two or three laps I got into third, and he was right there."

At the finish, Dowd held second as Matiasevich dropped to an eventual fourth behind a charging Stanton. "That was an interesting four-way battle for a while," said Dowd. "When I was running second near the end, I started getting nervous. I didn't know it was Stanton - maybe it was better that I didn't. Sometimes I get nervous when I know the good guys are behind me."

Stanton could do little to pass Dowd and crossed the finish line third. "The track was a piece of crap. It was absolutely wide open and there were hardly any places to pass," said Stanton.

"After Stanton got me I got a little tired," said Matiasevich, who had worked up to 12th in the first moto after a first-turn crash. "But this feels good to get in there with the top guys. This is the best I've ever done here, and I did so as a privateer."

Kiedrowski finished a distant sixth, all alone, after suffering a terrible start, while McGrath finished equally alone in sixth. "I got a bad, bad start," said McGrath. "Then in one of the rutted corners, I hit my nuts *real* bad. I cruised after that."

### 125cc

Suzuki's Damon Huffman led the way in the opening 125cc moto with Team Splitfire/HotWheels/Pro Circuit Kawasaki rider Ryan Hughes, Emig and his Suzuki teammate, Ezra Lusk, in tow. Hughes muscled his way into first on the opening lap and led for five laps before falling prey to Emig.

"I was riding good, but my arms started to pump up," said Hughes. "I think it may be because this is the first outdoor race."

Once into the lead, Emig said "goodbye" and romped away with a convincing win. Hot-shot 125cc supercrossers Lusk and Huffman teamed up and also managed to work past Hughes, while Lamson followed at a distance. Things fell apart for Hughes with only two laps remaining, as a faulty clutch left him without the ability to match the leader's pace.

"I was just following Ryan, waiting for a mistake," said Emig. "But he didn't make any so I had to sort of push him wide. Once I got out front, I just concentrated on turning perfect laps. I didn't, though, so I'm a little disappointed in myself."

"I just ran out of time," said Lusk. "There were five seconds between me and Emig, and I figured that I'd just wait for moto two."

Huffman finished only a few bike-lengths behind Lusk, and was happy with his strong performance. "I got off to a great start," said Huffman, referring to his holeshot. "It got a little choppy out there. Lusk got me in the far back section, and after that I started taking his lines."

Lamson was the rider who benefitted most from Hughes' misfortune, as he zipped past the ailing Kawasaki rider and suddenly found the speed to reel in Huffman and Lusk. In his first 125cc National moto after a full season aboard 250s, Lamson finished a close fourth. "I rode a 125 at Mammoth last year and had so much fun that I told Dave Arnold that I wanted to ride one this season," said Lamson. "It's a blast out there. I felt really good. All I need is a better start."

Hughes held on to a distant fifth, well out of the reach of defending champ Henry, who finished sixth. "I felt like I was riding well," said Henry. "I just wasn't able to keep up the pace through the entire moto."

Reynard suffered a near-last-place start and was able to work up to ninth by the moto's end. "I just hesitated off the line, and I was almost last," said Reynard. "I had some trouble working through the pack - this track isn't so great for passing."

**New Englander John Dowd, of the Boyesen/Yamaha/Penske team, posted 5-2 moto finishes to claim second overall in the 250cc National.**

Determined not to suffer the same fate in moto two, Reynard timed the gate perfectly and led Chad Pederson, Emig and Lamson through turn one. For all intents and purposes, the race was over. Reynard stretched out an incredible seven-second lead on the opening lap and would eventually greet the checkered flag some 12 seconds ahead of his nearest rival.

"When I got the holeshot I just thought, 'Okay, now just don't mess this up,'" said Reynard with a chuckle. "I just concentrated on pulling away and not making any mistakes. I was able to add more and more to my lead. I'm happy. This season hasn't been the best so far, but maybe this will change my luck around."

Pederson crashed out of contention on lap one and allowed Emig to motor into second, but the 1992 series champion didn't feel as comfortable as he had on the first race and could do little to fend off the charges of Lamson and Hughes. "I don't know what was up," said Emig. "I just didn't feel right - you know, kinda tight."

Lamson and Hughes stormed past Emig on lap four, and together the three riders did their best to reel in Reynard. Emig stayed close throughout the race and was rewarded on the last lap when Hughes swapped violently in a fast sweeper and was spit off his machine.

"I knew that I didn't have to get Hughes to win the overall," said Emig. "But I was still pushing him and he just ate shit."

"I don't know what happened. All I know is that my back end swapped big," said Hughes, who was able to remount uninjured. "It was hairy."

Lamson went on to finish second, with Emig a close third.

After starting poorly, both Lusk and Huffman raged through the field and found themselves engaged in another duel a few seconds behind the trio of Lamson, Hughes and Emig. When Hughes crashed, he remounted in time to split the duo, but Huffman stuffed his way past and into fifth only two turns from the finish.

"I just wasn't ready for him," said Hughes of Huffman's aggressive maneuver. "I was still a bit shaken up after my get-off."

Lusk flew home fourth, ahead of Huffman and Hughes.

After running as high as fifth, Henry suddenly began to slow with stomach cramps and eventually faded well off the pace.

"When I saw him drop to 20th, I just signaled him to pull off because there were no points left," said Henry's mechanic, Pete Steinbrecher. "I thought he might have been getting dehydrated. Doug has been battling something all year long. He's had trouble with his endurance, and can't go as fast as he's capable of. He had some pretty extensive tests done at the doctor's office last week, and we should find out the results sometime between now and the Daytona Supercross." CN

**Gatorback Cycle Park**
**Gainesville, Florida**
**Results: March 6, 1994**

**250 MOTO 1:** 1. Brian Swink (Suz); 2. Mike LaRocco (Kaw);3. Mike Kiedrowski (Kaw); 4. Jeremy McGrath (Hon); 5. John Dowd (Yam); 6. Doug Dubach (Yam); 7. Jimmy Button (Suz); 8. Jeff Stanton (Hon); 9. Buddy Antunez (Kaw); 10. Larry Brooks (Yam); 11. Todd DeHoop (Hon); 12. Jeff Matiasevich (Yam); 13. Guy Cooper (Suz); 14. Keith Johnson (Yam); 15. Kyle Lewis (Yam); 16. Tony Amaradio (Kaw); 17. Kurt McMillen (Yam); 18. Ray Sommo (Yam); 19. Dag Boyesen (Yam); 20. Jean-Sebastian Roy (Suz).

**250 MOTO 2:** 1. Mike LaRocco (Kaw); 2. John Dowd (Yam); 3. Jeff Stanton (Hon); 4. Jeff Matiasevich (Yam); 5. Mike Kiedrowski (Kaw); 6. Jeremy McGrath (Hon); 7. Kyle Lewis (Yam); 8. Brian Swink (Suz); 9. Doug Dubach (Yam); 10. Larry Brooks (Yam); 11. Buddy Antunez (Kaw); 12. Todd DeHoop (Hon); 13. Jean-Sebastian Roy (Suz); 14. Mike Treadwell (Hon); 15. Ray Sommo (Yam); 16. Tony Amaradio (Kaw); 17. Cliff Palmer (KTM); 18. Gene Naumec (Yam); 19. Dag Boyesen (Yam); 20. Travis Blackburn (Kaw).

**250 O/A:** 1. Mike LaRocco (Kaw); 2. John Dowd (Yam); 3. Brian Swink (Suz); 4. Mike Kiedrowski (Kaw); 5. Jeff Stanton (Hon); 6. Jeremy McGrath (Hon); 7. Jeff Matiasevich (Yam); 8. Doug Dubach (Yam); 9. Larry Brooks (Yam); 10. Buddy Antunez (Kaw); 11. Kyle Lewis (Yam); 12. Todd DeHoop (Hon); 13. Jimmy Button (Suz); 14. Tony Amaradio (Kaw); 15. Jean-Sebastian Roy (Suz); 16. Ray Sommo (Yam); 17. Guy Cooper (Suz); 18. Mike Treadwell (Hon); 19. Keith Johnson (Yam); 20. Cliff Palmer (KTM).

**AMA 250cc NATIONAL CHAMPIONSHIP SERIES POINT STANDINGS (After 1 of 12 rounds):** 1. Mike LaRocco (47); 2. (TIE) John Dowd/Brian Swink (38); 4. Mike Kiedrowski (36); 5. (TIE) Jeff Stanton/Jeremy McGrath (33); 7. (TIE) Jeff Matiasevich/Doug Dubach (27); 9. (TIE) Larry Brooks/Buddy Antunez (22); 11. Kyle Lewis (20); 12. Todd DeHoop (19); 13. Jimmy Button (14); 14. Tony Amaradio (10); 15. (TIE) Jean-Sebastian Roy/Ray Sommo (9); 17. Guy Cooper (8); 18. (TIE) Mike Treadwell/Keith Johnson (7); 20. Cliff Palmer (4).

**125 MOTO 1:** 1. Jeff Emig (Yam); 2. Ezra Lusk (Suz); 3. Damon Huffman (Suz); 4. Steve Lamson (Hon); 5. Ryan Hughes (Kaw); 6. Doug Henry (Hon); 7. Tim Ferry (Hon); 8. Chad Pederson (Yam); 9. Robbie Reynard (Kaw); 10. Denny Stephenson (Suz); 11. James Dobb (Kaw); 12. Kevin Windham (Kaw); 13. Mike Brown (Hon); 14. Jeff Curry (Kaw); 15. Pedro Gonzalez (Kaw); 16. Larry Ward (Yam); 17. Barry Carsten (Suz); 18. Craig Decker (Hon); 19. Chad Lough (Suz); 20. Craig Noack (Suz).

**125 MOTO 2:** 1. Robbie Reynard (Kaw); 2. Steve Lamson (Hon); 3. Jeff Emig (Yam); 4. Ezra Lusk (Suz); 5. Damon Huffman (Suz); 6. Ryan Hughes (Kaw); 7. Mike Brown (Hon); 8. Larry Ward (Yam); 9. Pedro Gonzalez (Kaw); 10. Tim Ferry (Hon); 11. Erik Kehoe (Hon); 12. James Dobb (Kaw); 13. Davey Yezek (Hon); 14. Craig Decker (Hon); 15. Kevin Crine (Hon); 16. Chad Pederson (Yam); 17. Craig Noack (Suz); 18. Barry Carsten (Suz); 19. Brian Wallin (Suz); 20. Ty Wallace (Hon).

**125 O/A:** 1. Jeff Emig (Yam); 2. Steve Lamson (Hon); 3. Ezra Lusk (Suz); 4. Robbie Reynard (Kaw); 5. Damon Huffman (Suz); 6. Ryan Hughes (Kaw); 7. Tim Ferry (Hon); 8. Mike Brown (Hon); 9. James Dobb (Kaw); 10. Larry Ward (Yam); 11. Pedro Gonzalez (Suz); 12. Chad Pederson (Yam); 13. Doug Henry (Hon); 14. Denny Stephenson (Suz); 15. Erik Kehoe (Hon); 16. Craig Decker (Hon); 17. Kevin Windham (Kaw); 18. Davey Yezek (Hon); 19. Barry Carsten (Suz); 20. Jeff Curry (Kaw).

**AMA 125cc NATIONAL CHAMPIONSHIP SERIES POINT STANDINGS (After 1 of 12 rounds):** 1. Jeff Emig (45); 2. (TIE) Steve Lamson/Ezra Lusk (40); 4. Robbie Reynard (37); 5. Damon Huffman (36); 6. Ryan Hughes (31); 7. Tim Ferry (25); 8. Mike Brown (22); 9. James Dobb (19); 10. (TIE) Larry Ward/Pedro Gonzalez/Chad Pederson (18); 13. Doug Henry (15); 14. Denny Stephenson (11); 15. (TIE) Erik Kehoe/Craig Decker (10); 17. Kevin Windham (9); 18. Davey Yezek (8); 19. (TIE) Barry Carsten/Jeff Curry (7).

Upcoming Rounds:
Round 2 - Sacramento, CA, May 1
Round 3 - Budds Creek, MD, May 22

# Briefly...

A record 207 entries showed up at the WorldSport-promoted event, and a crowd of nearly 8000 was on hand. For his win in the 125cc class, **Jeff Emig** earned $1450 of the $12,500 125cc class purse, while **Mike LaRocco** was awarded a $1600 share of the $15,000 250cc class purse.

Former 125cc National Champion and crowd favorite **Guy Cooper** competed at Gatorback aboard a factory-support Suzuki RM250. "When I race motocross, I'm considered a support rider," said Cooper, who retired from the circuit at the conclusion of the '93 season. "But at off-road events I am considered a full-factory rider, just like **Randy Hawkins**. My bike consists of all aftermarket parts. I decided to race the opener because I'm in Florida for bike week anyway." Cooper's machine was decked out with an FMF Racing flame graphics kit, which seemed quite appropriate for his flamboyant style of racing. Though he thrilled the crowd during practice, Cooper circulated the track well off the pace during the race, posting 13-34 moto finishes for 14th overall.

Making his professional debut in the 125cc class at Gatorback was Kawasaki Team Green's **Kevin Windham**. A dominant rider in the A classes at amateur events, the 16-year-old was truly one to watch. "I wanted to stay amateur for another couple of years," said Windham before the race. "But I also don't want to miss out on a good opportunity. Today will be a test to see if I'm ready or not." Windham looked spectacular during practice, but in the race posted 12-33 moto scores. Windham ran in the top 10 in moto two, but fell and dropped off the pace with a set of horrific blisters. "I was really nervous," said Windham. "I held on too tight and got blisters. I just couldn't hold on anymore."

Team Yamaha's **Mike Craig** was a no-show at Gatorback. "We were here all week testing," said Yamaha's team manager, **Keith McCarty**. "Mike got up to go to the bathroom in his hotel room on Tuesday night and he tripped over his boot in the dark and twisted his right knee. We expect him to be back in action before the Daytona Supercross."

Team Suzuki's **Phil Lawrence** was also a no-show at the season opener. "He's still resting his knees after crashing at the Houston Supercross," said Lawrence's mechanic, **Lee McCollum**. "He had orthoscopic surgery a few weeks ago and he should be able to race at Daytona."

While he flat-out ran away with the second 125cc moto, Kawasaki's **Robbie Reynard** sported a pair of Fox Racing leathers with the nickname "V8" sewn on the rear. When asked what that meant, Reynard simply replied, "Because I like drinking V8." Fox Racing's **Greg Fox**,, however, had a different story. "Robbie doesn't like to eat vegetables," said Fox. "We asked him if he even ate anything green and he said, 'Yeah, if it's green candy.' We told him that he had to start eating something good for him, and the only thing we can get him to eat is (to drink) V8 vegetable juice."

Thanks to the upcoming Ocala GNCC and annual Alligator Enduro, off-roaders aplenty were on hand to watch the racing action at Gatorback, amongst them Kawasaki's **Danny Hamel** and **Ty Davis**, and Suzuki's **Steve Hatch** and **Randy Hawkins**. "These guys are truly incredible," said Hamel. "I race the 500cc Intermediate class once in a while at a track near my house in Las Vegas, but these guys are awesome." "Danny wants to try that big step-up double on his 500," chimed motocrosser-turned-off-roader Davis.

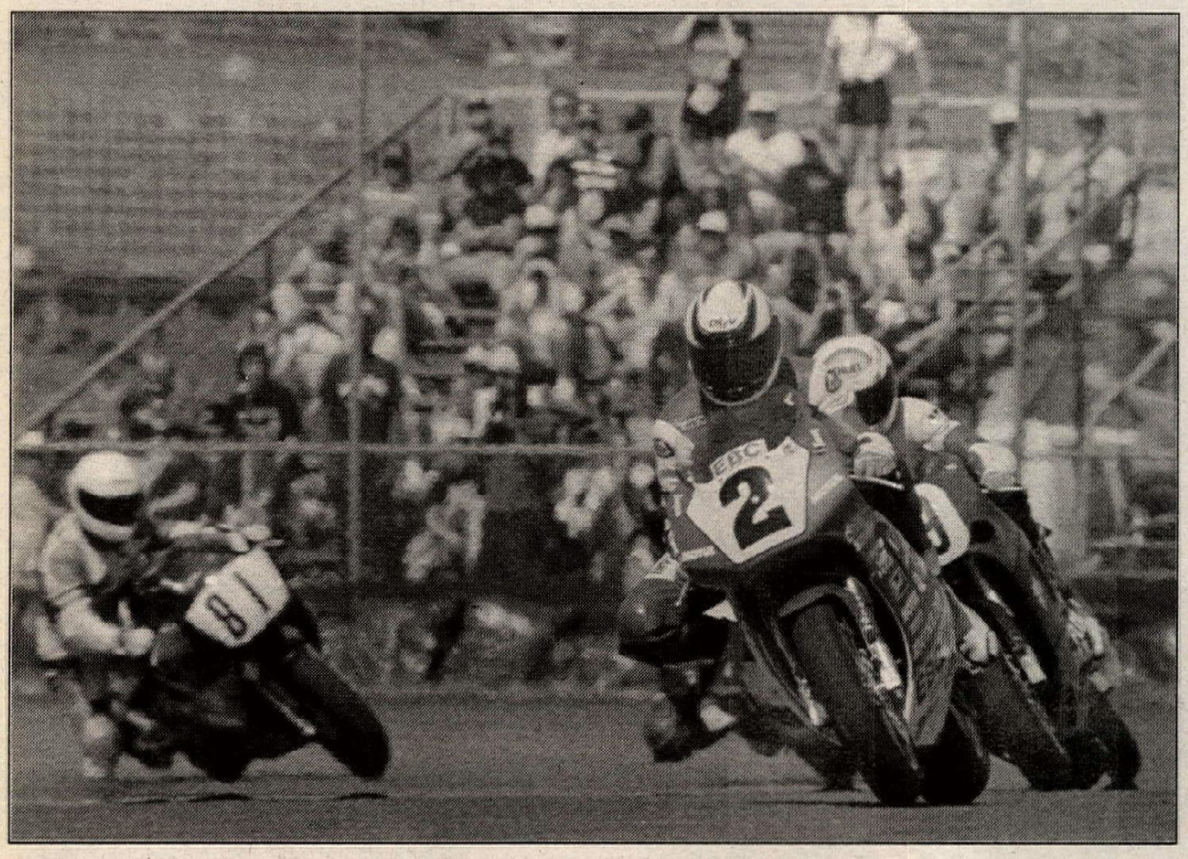
Team Honda's **Steve Lamson** joined teammate **Jeff Stanton** by opting to run works Kayaba suspension units on his factory Honda, rather than the traditional factory Showa equipment. "The Kayaba stuff worked really great," said Lamson. "The Showa suspension works good on my supercross bike, but this stuff is the best on my 125. It kinda makes more sense, too, since the production 125s come with Kayaba stuff. Besides, I think that all of the Hondas will come with Kayaba next year." Defending 125cc champ **Doug Henry** and **Jeremy McGrath** used works Showa suspension at Gatorback.

Oddly enough, 250cc class runner-up **John Dowd** of the Boyesen/Penske/Yamaha team competed with a highly modified Kayaba shock on the rear of his Yamaha YZ250, rather than the Penske unit that his sponsor manufactures. "We're still trying to get it dialed in," said Dowd of the beautifully machined Penske unit. "I'm sure that with some more time to develop it, the shock will be awesome."

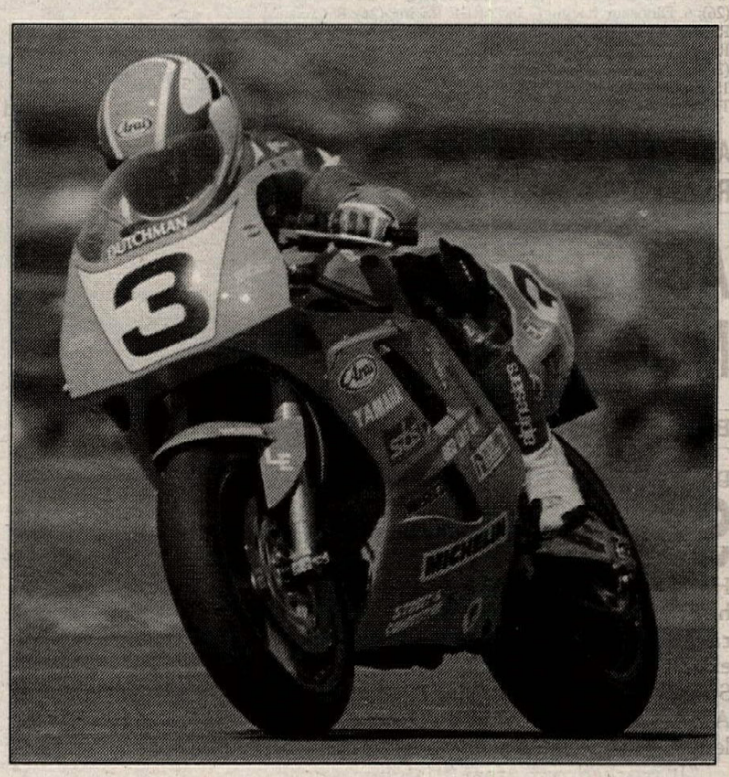
A benefit auction was held for mini rider **Tony Haynes** at the conclusion of the Gainesville National. Haynes, a former top contender in Florida, suffered paralyzing injuries in a crash two years ago. The auction was held to generate funds to buy a wheelchair-compatible van for Haynes. **Larry Maiers** served as the auctioneer, and many riders donated their riding gear, helmets and various other memorabilia to the cause. Over $8000 was raised in the auction, and the folks at WorldSports matched that amount, making it over $16,000 raised for Haynes. Many of the WorldSports workers donated their weekend's pay to the fund. Three of the more notable items raffled off were Jeff Stanton's helmet, which sold for $1100; Jeremy McGrath's helmet, which sold for $800, and mini-star Ricky Carmichael's jersey, which raised $100. And who bid on Carmichael's jersey? - none other than rookie pro **Kevin Windham**. Stanton also donated his day's winnings - totalling $770 - to the fund.

## Round 1: Daytona International Speedway

# Lynch puts Fastline/MCM back on track



(Left) Fastline/MCM Suzuki (2) leads the way in the Unlimited Team Challenge at Daytona International Speedway. Fastline ended up taking the win, beating (below) Dutchman Racing (3).



**By Henny Ray Abrams**

DAYTONA BEACH, FL, MAR. 6

Tommy Lynch switched teams, switched bikes, and switched tire brands, but it didn't stop him from continuing his winning ways in the AMA's premier endurance class, now known as the EBC Brakes Unlimited Team Challenge, on a brilliant sun-lit day at Daytona International Speedway. Lynch teamed with French Canadian Jacques Guenette Jr. to put the Fastline/MCM Suzuki GSXR1100 in the winner's circle in the team's debut in the new one-hour format. Lynch had won the GTO title with Fastline/MCM in 1992 before moving to Two Brothers Racing and repeating his winning ways last year. Now it's time to start over and Lynch is rapidly acclimating himself.

"I changed to Suzuki and it took a little time to adapt," Lynch said of the Fastline 1993 Suzuki 1100, which was fitted with updated parts. "We had very limited practice. It was good for me to get back on Dunlops. (Lynch used Bridgestone tires with Two Brothers last year.) We had a few carburetor problems - on the banking it was cutting out. I was cruising because of the carburetor problem."

He might have been cruising, but when he handed off to Guenette just past the halfway mark, Lynch had better than a one-minute lead and had lapped up to fifth place. Following a 12-second pit stop, Guenette Jr. took off and he, too, cruised to the end, building up a cushion of one-minute, 44.660-seconds after completing 30 laps of the 3.56-mile superspeedway.

"Tommy was already up front with a good advantage when I took over, so I just kept a nice, steady pace," Guenette said. "I've only been on the bike twice, so it gave me time to get myself set up with the bike."

The second place team didn't have the luxury of saddle time. Dutchman Racing rolled their show bike to the line, a mostly stock Yamaha FZR1000, after Dutchman's Ray Yoder crashed their endurance machine in practice, taking both the bike and himself out of the race. Miles Baldwin, who recently came out of retirement and will campaign a Dutchman Racing TZ250 in the AMA 250cc Grand Prix class, was drafted into service, joining Scott Gray.

"It was thrust upon me rather suddenly with Ray's misfortune," Baldwin said after riding the first leg aboard the Dutchman bike. "It was kind of like World War I when they'd send a wave of soldiers in, then when they were cut down they'd send in the next wave. It was the only bike I've ever been on that you have to fight on the banking, then gather yourself in the infield. It reminded me of Mosport with the horrible bumps. I went out this morning for two laps of practice and was hopelessly slow. Scott (Gray) dialed in the steering damper and made it much better."

The ride earned Baldwin a second shot at riding it on Friday, March 11, since Yoder isn't expected to be back. "We'll have the good bike back and we expect to win."

"He crashed coming out of the horseshoe," team owner Dave Schlosser said of Yoder. "His right hand is hurt and he ganked his head. We had to used our supersport bike which has never been raced. The triple clamps we use for endurance are on the other bike. I have a guy making a new set as we speak. Baldwin had never raced that bike. It's our show bike. We slipped some slicks on it and filled it with gas."

Baldwin rode the first 11 laps, giving up the controls at the earliest possible time. The new one-hour format dictates that a rider change has to occur after the 20-minute mark and before the 40-minute mark.

Gray took over the Dutchman Yamaha, stalking Anderson's Sales & Service/Dynamic Racing (formerly Team Magic), and taking over second at the 34-minute mark when Anderson/Dynamic's Eric Moe pitted to hand off to team owner Jan Svensson. Dutchman Racing was the only team to finish on the same lap as Fastline/MCM.

Svensson was a secure third, a position made more secure when Paul Sloan, of the fourth placed New Tech Racing team, crashed coming out of the infield late in the race. Anderson's Sales & Service/Dynamic was third, a lap back after completing 29 laps.

"I'll probably continue for another 20 years," Moe said, when asked about rumors that he was retiring. "With Eric's help, it worked out in the end. We got into one problem with the rear shock, but it was a minor one. Making it to the winner's circle is worth a whole lot of problems. I saw it start to fade away on Eric. The bike wobbled and wandered on the banking."

Fourth place was inherited by Cadman Racing, who made 27 laps with Jim Dickenson and Richard Croly Jr. riding, and fifth went to Cycle Accessories West Racing's Brad Jackson and James Eberhart, another lap behind.

It is far too early to tell how well replacing the three-hour format with a one-hour race will be received by the teams. A one-hour format was tried at a handful of races last year. At Daytona there were 19 Unlimited Teams, well down on last year's GTO total of 34. The field was green-flagged shortly after 2:00 p.m. on a picture-perfect afternoon. Jamie Bowman took the early lead on the RPM Motorsports Honda CBR900, though not for long. Lynch would take the lead exiting the West End Horseshoe on the second lap and begin to inch away from the competition.

Except for having to dodge a sea gull coming out of the International Horseshoe on the fifth lap, he had a trouble-free ride. His lead was nearly five seconds on the seventh lap and, lapping as quickly as a high 1:57 before settling into the mid to high 1:58s, he was able to pull away at will, handing Guenette a comfortable cushion.

"I was appreciating it," Lynch said. "We had a couple of small problems, but it was no big deal. We were fortunate to have the track time, because it's been pretty limited. We were happy to have a little warm-up. We know what we have to do for next week."

Given such a margin to work with, Guenette was steady to the finish.

"We spent most of the winter trying to make the bike lighter, more reliable and get rid of any possible bugs (so) that they didn't surface at the race track," team owner Jeff Stern said. "It seems to have paid off today."

While Fastline/MCM was pulling away, the battle for second heated up. Bowman held the spot on the RPM machine until an extended pit stop on the sixth lap dropped him out of contention. Moe took over second with New Tech's Kevin Noonan third and Dutchman's Baldwin fourth.

Baldwin passed Noonan on the eighth lap and began to pull away, riding for a few more laps before pitting.

"I was pretty rusty; a lot of the flakes came off, although there's still a few persistent ones sticking to the old body," Baldwin said.

When Gray went back out he was in fourth, a spot he held at the halfway mark.

Not long afterwards the order changed when Noonan handed off to Sloan and Svensson took over for Moe.

"I started out good, hanging with Tommy," said Moe, despite having to wrestle the Yamaha made top-heavy by the full, over-sized tank. "It makes it hard to start. The head was shaking the first five laps. It definitely handles better once you get into it. About 20 minutes in we had a little oil leak on the left side. We just kept right on going. I just cruised and gave it to Jan."

Moe said that the team was now backed by Anderson's Sales & Service, a motorcycle dealership in the Detroit area. "They're supplying bikes and equipment. This is last year's Yamaha FZR1000. We'll be done tomorrow with the new endurance bike. We have an OWO1 SP chassis with a 1000 motor in it."

With less than half an hour to go, it was Fastline/MCM, Dutchman, Anderson's Sales & Service/Dynamic, and

New Tech. The top three wouldn't change, though New Tech would drop to an eventual 12th after Sloan's crash, moving Cycle Accessories West Racing up until late in the race when they would be passed by Cadman Racing for fourth place.

There were 10 Unlimited machines running at the end, not counting the AMA Superbike teams that used the race for practice. CN

**Daytona International Speedway**
**Daytona Beach, Florida**
**Results: March 6, 1994 (Round 1 of 13)**

**UNLIMITED TEAM CHALLENGE:** 1. Fastline/MCM Suzuki (Suz); 2. Dutchman Racing (Yam); 3. Anderson's Sales & Service/Dynamic Racing (Yam); 4. Cadman Racing (Suz); 5. Cycle Accessories West Racing (Suz); 6. Dinosaur Racing (Suz); 7. R&R Racing (Suz); 8. Cox Racing (Hon); 9. Rolling Thunder Too (Kaw); 10. New Tech Racing (Hon); 11. RPM Motorsports (Hon); 12. Team Tri-Mar (Hon); 13. Vance & Hines I (Yam); 14. Blackhawk Racing (Yam); 15. Smokin' Joe's #3 (Hon); 16. Vance & Hines II (Yam); 17. T.C. Racing (Yam); 18. Team Yamaha (Yam).
**Time:** 1 hour, 19.012 seconds.
**Distance:** 30 laps, 106. 8 miles.
**Margin of Victory:** 1:44.660.
**Average speed:** 106.239 mph.
**C'SHIP POINT STANDINGS (After 1 of 13 rounds):** 1. Fastline/MCM Suzuki (35); 2. Dutchman Racing (32); 3. Anderson's Sales & Service/Dynamic Racing (30); 4. Cadman Racing (28); 5. Cycle Accessories West Racing (26); 6. Dinosaur Racing (25); 7. R&R Racing (24); 8. Cox Racing (23); 9. Rolling Thunder Too (23); 10. New Tech Racing (22); 11. RPM Motorsports (21); 12. Team Tri-Mar (20); 13. Vance & Hines I (19); 14. Blackhawk Racing (18); 15. Smokin' Joe's #3 (17); 16. Vance & Hines II (16); 17. T.C. Racing (15); 18. Team Yamaha (14).

**AMA/CCS Middleweight Team Challenge Series**

**Round 1: Daytona International Speedway**

# AGV Sport takes Mints in win

**By Henny Ray Abrams**

DAYTONA BEACH, FL, MAR. 6

Shawn Higbee is used to following Scott Zampach on a racetrack. The pair are longtime rivals in the Harley-Davidson TwinSports class. But he wasn't used to following him on a racebike, so he wasn't sure what to expect when they teamed up on the AGV Sport Honda CBR600 in the inaugural AMA/CCS Middleweight Team Challenge, the successor to the GTU class.

"It worked out great," Higbee said after the team pulled off a dominating win in the one-hour race at Daytona International Speedway. "It's a pretty unique situation here, racing with Scott Zampach as my teammate."

"It's much nicer to have Shawn Higbee as a teammate than a competitor," Zampach said. "He's a great guy and he's been going really fast on a lot of different bikes. This was a last minute deal for us. It came up only this morning that we would be teammates and ride the bike. We're real happy to be here."

The winning team completed 28 laps of the 3.56-mile course at an average speed of 99.581 mph.

Zampach rode the first part of the race, handing off to Higbee at the 32-minute mark with a small lead over the Mint Racing entry. (The new rules mandate that a rider change must take place past the one-third point of the one-hour race, but before the two-thirds point.) Mint Racing's Jeff Williams pitted a lap after Zampach, but a lengthy pit stop to re-attach the seat cost them any chance of a victory. They would settle for second, 42.048 seconds behind.

"The seat came off and I had to ride with a loose seat," said Mint Racing's Williams, who teamed with Andrew Trevitt. "I saw Scotty out there and went for it. He'd take me in corner one and I'd take him in the dogleg and chase him in the draft."

Like the winning team, the second place finishers were a first time coupling.

"It was our first race together," Trevitt said. "We weren't really sure what we were doing. I haven't ridden a four-stroke in about three years. We were a little worried about that but everything went well."

Mint Racing ran in second much of the race, dropping back to third when Raceco's Ronald McGill came by with less than 20 minutes to go. But the Raceco Moto-Guzzi failed on the 20th lap in the chicane and Mint Racing moved back up.

Third place went to the Jicarilla Apache Race Team of Rad Greaves and Roy David Nicholson, fourth to Mark Lawson and Michael Crepeau of Team White Trash, and fifth to Yamaha of Leesburg Racing's Mike Luke and Damion Weber.

The top five teams finished on the lead lap.

The eight row grid was filled with 32 entries for the Middleweight Team Challenge, though at least three of the teams were using the one-hour event to test their 600cc Supersport machinery.

Zampach jetted into the lead from the middle of the front row, with Hyvac Racing's Paul Sloan in pursuit followed by Apache Racing, and Yamaha of Leesburg. Sloan was using a stock motor in the team's Honda CBR600 because they'd blown a head gasket in the race motor.

Jeff Williams of Mint Racing moved up to third on the third lap as Zampach began to pull away. His lead was nearly 3.5 seconds on the fourth lap as he tried to ease away.

"I like being out front, but it's definitely a disadvantage for drafting," Zampach said. "We had about three laps of practice and have a lot of jetting work to do."

Mint Racing was back up to second at the 20-minute mark, which was when the rider changes began to occur. One team that never got the chance to change was the Hyvac Racing team. On the 14th lap, the chain on the team's Honda stretched and jumped off the sprockets. Sloan put it back on, then the master link broke.

"It felt like it was out of gear," Sloan explained of the problem which happened as he was going up the banking out of the infield.

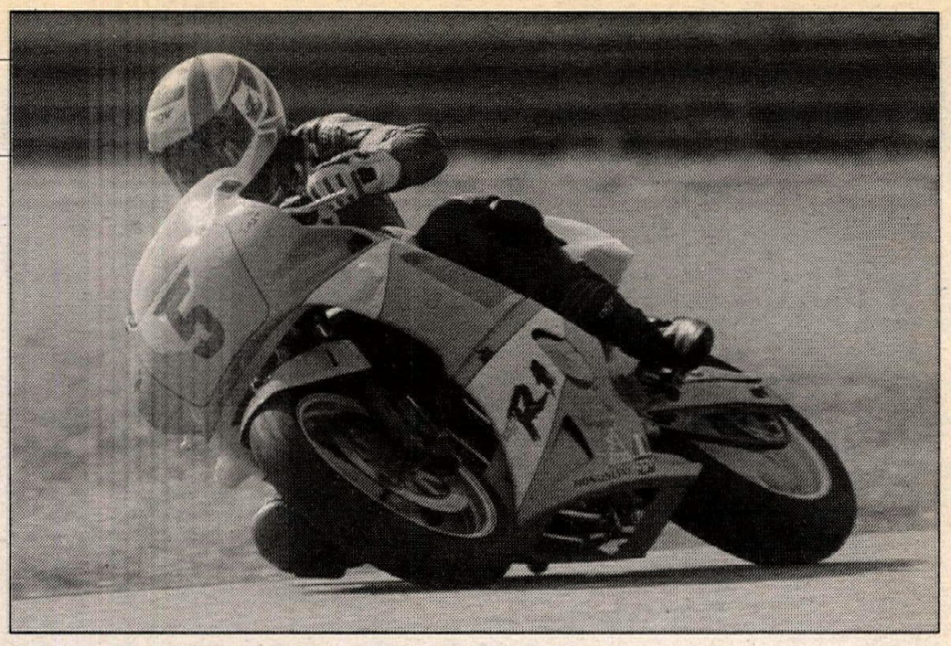
Higbee took over for Zampach at the 32-minute mark, the same lap that McGill took over the Raceco machine from Pete Johnson. A lap later Williams brought the Mint Racing bike in to fix the seat and put Trevitt at the controls. The pit stop allowed Higbee to gain more breathing room and the race was, effectively, over.

"I've raced two races here at Daytona and I've taken two first place finishes," said Zampach, who earlier in the day won the H-D TwinSports race. "I can't do much more than that."

With 20 minutes to go, Trevittt had just over a second lead on McGill, but McGill was closing and would shortly go past only to see his race come to an end in the chicane a few laps later. Trevitt would take over the runner-up spot and keep it to the end.

"Andrew (Trevitt) and I just teamed up to have some fun," Trevitt's teammate Williams said. "I didn't expect this. Coming from racing 400cc bikes in Canada, this is a thrill coming here to race a 600cc bike. This is my second time on the bike here and it just seems to work. It flies."

Roy David Nicholson brought the Jicarilla Apache Race Team Honda CBR600 home after teaming with Rad Greaves. The team is sponsored by an Apache tribe in New Mexico, where the Michigan-based team had spent time with children of the tribe. CN



**The win in the Middleweight Team Challenge went to AGV Sport.**

**Daytona International Speedway**
**Daytona Beach, Florida**
**Results: March 6, 1994 (Round 1 of 13)**

**MIDDLEWEIGHT TEAM CHALLENGE:** 1. AGV Sport (Hon); 2. Mint Racing (Hon); 3. Jicarilla Apache Race Team (Hon); 4. Team White Trash (Hon); 5. Yamaha of Leesburg Racing (Kaw); 6. WCB Racing (Hon); 7. R & K Racing (Hon); 8. Moto Liberty/Nankai (Hon); 9. Dinosaur Racing (Hon); 10. Honda Ireland (Hon); 11. Team Triad (Hon); 12. Smith & Jessen Racing (Hon); 13. Team Toxic (Yam); 14. Two Old Racing (Hon); 15. Hot Chili Racing (Hon); 16. Weeboy Racing (Yam); 17. Team Houck Racing (Hon); 18. Amherst Motorsport (Hon); 19. Honda-Suzuki World Racing (Hon); 20. Raceco (M-G); 21. Team Plunger (Hon); 22. Hyvac Racing (Hon); 23. Apache Racing Inc. (Hon); 24. Vance & Hines I (Yam); 25. Vance & Hines II (Yam); 26. Smokin' Joe's Racing (Hon); 27. Evo Twin Racing (H-D); 28. Yamaha of Leesburg #2 (Yam).
**Time:** 1 hour, 3.585 seconds.
**Distance:** 28 laps, 99.68 miles.
**Average speed:** 99.581 mph.
**Margin of Victory:** 42.048 secs.
**C'SHIP POINT STANDINGS (After 1 of 13 rounds):** 1. AGV Sport (35); 2. Mint Racing (32); 3. Jicarilla Apache Race Team (30); 4. Team White Trash (28); 5. Yamaha of Leesburg Racing (26); 6. WCB Racing (25); 7. R & K Racing (24); 8. Moto Liberty/Nankai (23); 9. Dinosaur Racing (22); 10. Honda Ireland (21); 11. Team Triad (20); 12. Smith & Jessen Racing (19); 13. Team Toxic (18); 14. Two Old Racing (17); 15. Hot Chili Racing (16); 16. Weeboy Racing (15); 17. Team Houck Racing (14); 18. Amherst Motorsport (13); 19. Honda-Suzuki World Racing (12); 20. Raceco (11); 21. Team Plunger (10); 22. Hyvac Racing (9); 23. Apache Racing Inc. (8); 24. Vance & Hines I (7); 25. Vance & Hines II (6); 26. Smokin' Joe's Racing (5); 27. Evo Twin Racing (4); 28. Yamaha of Leesburg #2 (3).

# Briefly...

**Martin Wimmer**, the former 250cc Grand Prix competitor who's returning to racing motorcycles full time after a brief car racing career, is using Daytona as a test bed for his Kawasaki ZX7-R superbike. Wimmer plans to do the German National Superbike championship as well as the German round of the World Superbike Championship. "Three weeks ago I decided to work to put a deal together with (Gerhard) Heukerot. The best way was to do Daytona," said Wimmer, who last raced here in 1989 aboard a Suzuki. "The bike is the one that (the late) Helmut Fath worked on last year. It ran here at Daytona, but was crashed on the warm-up lap." Racing part-time, Wimmer finished third in the German 250cc Championship last year and raced in a few of the Ducados Open rounds in Spain. He drove in the German Touring Car Championship in 1992 and finished second, though he said he didn't enjoy it. "In car racing the driver is only important in bringing money." In addition to backing from Heukerot, who owns homes in Daytona Beach and Germany, Wimmer will get help from Krauser, Uvex Helmets, Michelin Tires, Elf Fuels, and Sholatextil, a company that makes Kevlar racing suits.

**Miles Baldwin**, who retired from racing in 1987, continued his comeback by teaming up with **Scott Gray** to finish second in the EBC Brakes Unlimited Team Challenge aboard the Dutchman Racing Yamaha FZR1000. Baldwin, 41, who raced for the first time in nearly seven years at Moroso Motorsports Park two weeks ago, will contest the entire AMA 250cc GP series aboard a Dutchman Racing Yamaha TZ250. "There was a degree of emptiness, something was missing," Baldwin said in explaining his return to competition. "Sometime shortly after Christmas I had this feeling that my life was all together, I was feeling fine, there was just something missing. I went to Pittsburgh to see a hockey game and see Dutchman to see if I could get back in some degree. I said I'd like to get into the 250 class and the next thing I know Dutchman is talking to Yamaha and sending them money." About five years ago, Baldwin and three partners started their own courier company in Toronto called Maple Express. The main part of his job there is client relations. "There was a period when I concentrated on putting everything about racing out of my mind. I never thought I'd be coming back." After not having sat on a motorcycle since Road Atlanta in 1987, Baldwin raced at Moroso. "It felt unusual. My hands worked in unison with my brain. But the brain was saying go deeper, go deeper, go deeper, but the hands said stop. I got fourth behind some local guys. It's a really good track to get your feet moistened. I was thinking a lot of getting in with confidence among the others and jockeying about."

The only **Harley-Davidson VR1000s** at Daytona were in the factory garage, though Harley has promised to make more available. "They have to build 50 this model year," which means they have to be built by December 31, said Merrill Vanderslice, the AMA's National Road Race Technical Manager. The team is required to build 50 units total, not just for the U.S. market. "The spirit of the whole thing is to build them in the season. I've been given a building schedule and the plan is so many a month and the schedule completes in September. Evidently, they have plans to keep them here in America." Prior to Daytona, Vanderslice went to an area near Detroit, where the Harleys were being assembled, and counted nine completed VR1000s. The reason they were being assembled near Detroit is because that's where the frames are being built. At some point, production may shift to the Harley assembly factory in York, Pennsylvania.

Erion Racing's **Hikaru Miyagi** survived a terrifying spill when his front end washed out while taking the low line over the tunnel coming off of NASCAR Four during endurance practice at Daytona. According to Vance & Hines Yamaha's Colin Edwards, who was behind Miyagi at the time, the Japanese rider hit the tunnel bump and lowsided into the wall, destroying his machine. "The first thing I thought was that I was witnessing somebody dying," Edwards said. "He must have hit the wall at 170. I thought I saw oil on the track, but I looked down and didn't see any. When I looked up his exhaust system was flying towards me." Miyagi suffered no serious injuries in the accident, though the Erion Racing Honda CBR900 was destroyed in the crash and the defending champions had to scratch from the EBC Brakes Unlimited Team Challenge. "I can't hold my bike down there on the low line," Edwards said. "Every time it hits the bump it steps out six to 12 inches. You can't do that for 200 miles."

How big is the **Camel Motorcycle Week** this year? One of the Orlando newscasters said that the city expected 500,000 visitors who would spend $20,000,000.

# Smokin' Mike and Prieto, too

**By Henny Ray Abrams**

DAYTONA BEACH, FL, MAR. 4-6

The buzz is back.

With next week's 53rd running of the Daytona 200 the most highly anticipated and competitive in recent history, most all of the major players came to Florida a week early for the AMA/CCS weekend to sort out new equipment, shake the rust out of their bones, and get a look at the competition. All of the major AMA Superbike teams were there except the Muzzy Kawasaki team, though World Superbike Champion Scott Russell showed up to have a look around.

The anticipation was further heightened by the debut of the Harley-Davidson VR1000 Superbike, the first time the orange and black has been a factor in the Daytona 200 since Cal Rayborn rode in 1973. It's safe to say that former Daytona 200 winner Miguel DuHamel converted a few non-believers with his aggressive riding, and the results put a smile on the face of a few Harley team members.

But most of the big names chose to run at the back of the pack, or pull off while in the lead. One of the ones who showed up to *race* was Texan Mike Hale, the newest recruit to the Smokin' Joe's Honda team, beginning his first full-season assault on a road racing crown with wins in three of the AMA/CCS Sprints aboard a Honda CBR600. Hale, who will contest the AMA 600cc Supersport Series, as well as at least 10 AMA Grand National dirt tracks, took his first win in Friday's Expert Solo GTU race. The University of North Texas student started from the 10th row of the grid for the 14-lap race and went on to win by 2.626 seconds, with Hurst Motorsports's Andrew Trevitt second on a Yamaha TZ250. Hale's next race was his closest, and his best, narrowly edging veteran Randy Renfrow of Team Chafong Racing in Sunday's Expert Middleweight Superbike. After taking over the lead on the fourth of seven laps, Hale was passed, then drafted past Renfrow at the line to take his second win by .020-of-a-second. His final win, in Sunday's Expert Middleweight Supersport, was his most leisurely. Taking control on the second lap, Hale quickly pulled away, building up a lead of near 12 seconds before backing down to win by 4.621 seconds. What Hale was looking for was not so much victories, as knowledge.

"Basically we were working with the suspension and just getting the confidence of sliding the thing around the track - that and seat time," Hale said after his final victory. "I went faster this morning. It's hard to pace yourself when you're by yourself. I got a confident pace and experimented with different lines, differing cornering techniques. If the lap times improve, great. I think I would learn more if I was with some other guys. In the National next week there's going to be a bunch of us going at it. I'll go back, study the times. We'll go faster next week. I'm confident of that."

Georgian Aaron Yates was the only other Expert with multiple wins, though both were gifts from the Yoshimura Suzuki team. Riding a Suzuki GSXR1100 for Team Suzuki Sport, Yates won Saturday's Unlimited Supersport race after race leader Britt Turkington, of the Yoshimura Suzuki squad, pulled in while holding a commanding lead. Yates knew it was a gift and he appreciated it.

"I didn't know Turkington was going to pull in on pit road before the finish line," Yates said. "I just tried to stay with him after he got by me. Winning is great. This is my first ride on this bike."

Yates switched to a Suzuki 750 for the Expert Heavyweight Supersport and led, briefly, before being passed near the halfway point by Turkington and Donald Jacks. The pair were well ahead and they went low on the banking on the final lap to hand Yates his second win.

"Actually, I was leading until I fell off a little bit in Turn One. I guess I lost the front and Jacks and Turkington got by me," Yates said. "I didn't know Jacks and Turkington were going to pull in on pit road before the finish, but I was hoping they would. I thank them for it."

Among the other Expert winners were Lucky Strike Suzuki's Thomas Stevens in the Unlimited GP, Mirage Racing's Dale Quarterley in the Expert Heavyweight Superbike, Tilley's H-D's Scott Zampach in the Expert U.S. Twinsports, and Jonathan Cornwell in the Expert Middleweight GP.

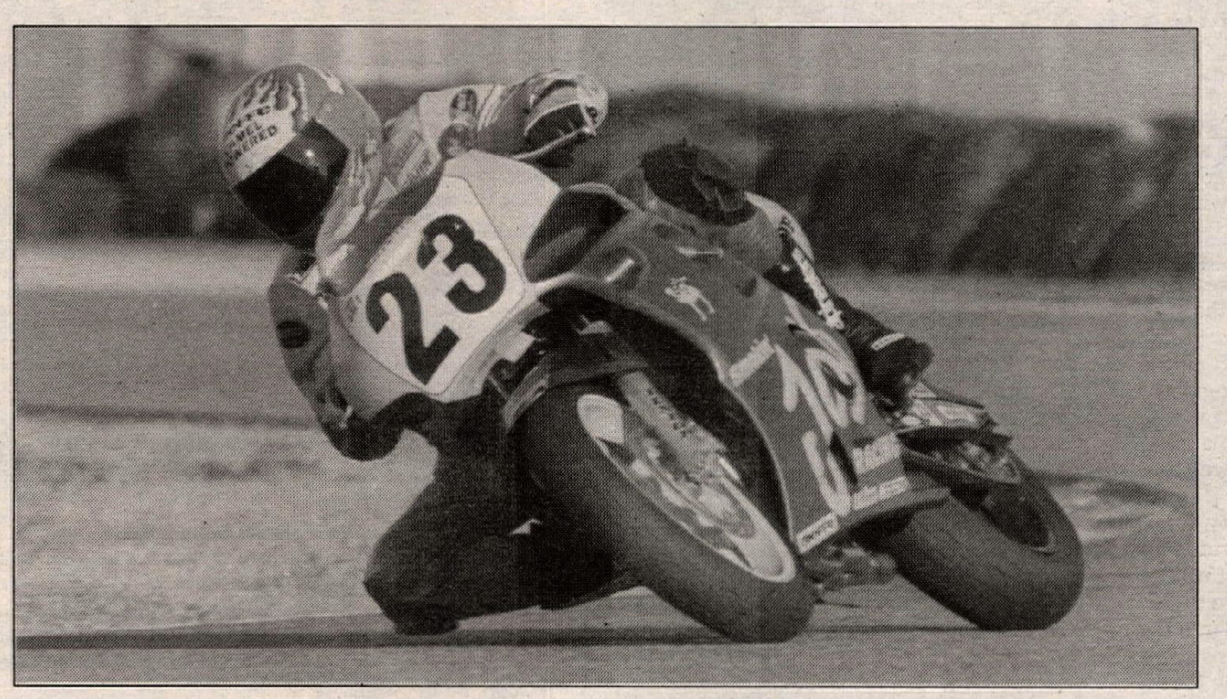
Hale's victory total was matched among the amateur riders by 21-year-old Floridian Shane Prieto. Riding a 1993 Kawasaki ZX7-R for New Tech Racing, the Hollywood, Florida rider began to collect gold on Friday in only his seventh road race.

"I've got six races under me," said Prieto, who works in contract sales for a commercial glass company. "I ran in the Florida region. My first race was last year in August and I raced here at the Race of Champions. I got a sixth and a 10th."

Of his three wins, Prieto felt the first, in Friday's 14-lap Amateur Solo GTO, was the most fun. "I had someone to battle with for the first seven laps," Prieto said. "Then he wrecked. I looked back and didn't see him. I took it a little easy." Still, he was able to win by 7.815 seconds.

Prieto came back in Saturday's Amateur Heavyweight Supersport for his second win, this time taking the lead entering the chicane on the fourth lap and quickly pulling away. Because the results were revised there was no margin of victory, though Prieto had a three-second cushion on second-placed Sylvain Lemieux on the sixth of seven laps. His final win came in the Amateur Heavyweight Superbike, again besting Lemieux, who was aboard a Kami Pro-Art backed Suzuki GSXR750. Prieto again took control early, Lemieux sticking with him. At the halfway mark the gap was 3.5 seconds, and it would expand to 6.078 at the end of the seven-lap race.

"This is like a dream come true," Prieto said after completing the hat trick. "I planned on coming here to Daytona to win and dominate if I could. I just didn't know if I'd be able to accomplish it. I guess I did with three wins at Daytona."



**(Left) Texan Mike Hale won three sprint races at Daytona. (Below) Dale Quarterley (132) leads Miguel DuHamel (47) and the new Harley-Davidson VR1000.**

### EXPERT

The first of the 21 AMA/CCS sprint races were 14-lap affairs, Solo GTU and GTO for Amateurs and Experts. Hale was in the second race of the day and his first for the Smokin' Joe's team, the Expert Solo GTU, racing his Honda CBR600 against Yamaha TZ250s, and other four-cylinder 600cc machines. He started on the 10th row, quickly moved up and motored on to the win, completing the 14-laps at an average speed of 103.064 mph. Starting from the front row of the second wave, Hurst Motorsports' Trevitt came through to finish second, with Jet Harbor Inc./Yamaha of Leesburg/Independence Performance Inc.'s Damian Weber third.

"I came out just to get some practice for the National next week on the 600," Hale said. "This is my first race with the new Smokin' Joe's race team. I want to go out and get as many laps in and as much seat time (as possible) with it being my rookie year on the 600. Today was a good practice day."

"I got up near the front, but once I got close I couldn't close up anymore," Trevitt said.

Next up for Hale was Sunday's Expert Middleweight Superbike. His grid position was slightly better, the seventh row, but his competition would come from the 12th row in the second wave. That would be where Randy Renfrow would launch from.

Fishers' Cycles Bill Know took the lead on the second lap and Q-Sport's Dave Rosno was second with Hale moving quickly up to third. On the second lap Hale took the lead with a draft maneuver on the east banking, though Damian Weber forged back to the front as they went three wide through turn one to start lap three. Weber was aboard a Superbike spec 600 and he used the extra motor to lose Hale on the banking, but his motor came undone on the fourth lap and Hale took the point with Renfrow closing to within 1.3 seconds. Renfrow took over the lead with a draft-pass at the end of the back straight on the fifth lap, with Knox fighting over third with Rosno. The race would be decided, as so many are at Daytona, from the chicane to the finish line. Renfrow led, then Hale timed the pass perfectly and had the win by .020-of-a-second. Rosno moved into third with Knox fourth.

"I had to really play the draft," Hale said. "In mile dirt track racing, where I come from, that's a lot of the sport. Randy came up there. I was glad to be able to mix it up with some tough competitors. It's good to get some practice with the draft. I timed it perfectly, and got to the checkered flag first."

"Hale looked real good," Renfrow said. "He was real smooth and his bike

was working real good. He obviously did a good job of telling his mechanics how to set up the bike for him. When I came from the second row and caught him, it tells me he made a big mistake in Turn One. There was an oil flag or something like that. When Hale went into Turn One he really slowed down, and that's when I caught him."

Hale's last piece of business was in the final race of the weekend, the Expert Middleweight Supersport. Despite starting from the ninth row, Hale carved his way through the 80-rider field to move into fourth on the first lap. He was up to second a lap later and drafted past early leader Mike Murphy of American Flyers coming off the West Banking. At the halfway mark, Hale held a lead of better than six seconds and the race was over.

"I just got out front there and put my head down," Hale said. "Running by yourself it's kind of hard to judge your speed out there. I'm real happy winning three out of three."

Murphy was a comfortable second with Jamie Bowman getting the best of a five-rider scrap for third, taking the spot on the final lap.

The Unlimited GP, a race with all the factory names entered, was shaping up to be the best of the weekend when it was red-flagged on the fifth lap due to a crash on the exit of turn one. When the red flag came out, Lucky Strike Suzuki's Thomas Stevens was leading Ducati's Troy Corser, who was clearly the fastest rider on the track. Jetting off from the first row of the second wave, Corser was up to fourth by the end of the second lap, then into the lead trio a lap later. When Stevens went wide going up the banking on the fourth lap DuHamel took the lead, but Stevens used his motor to gather them back up and lead Corser and DuHamel across the stripe. With the crash starting the fifth lap, the race results were posted after the fourth, Stevens being the winner.

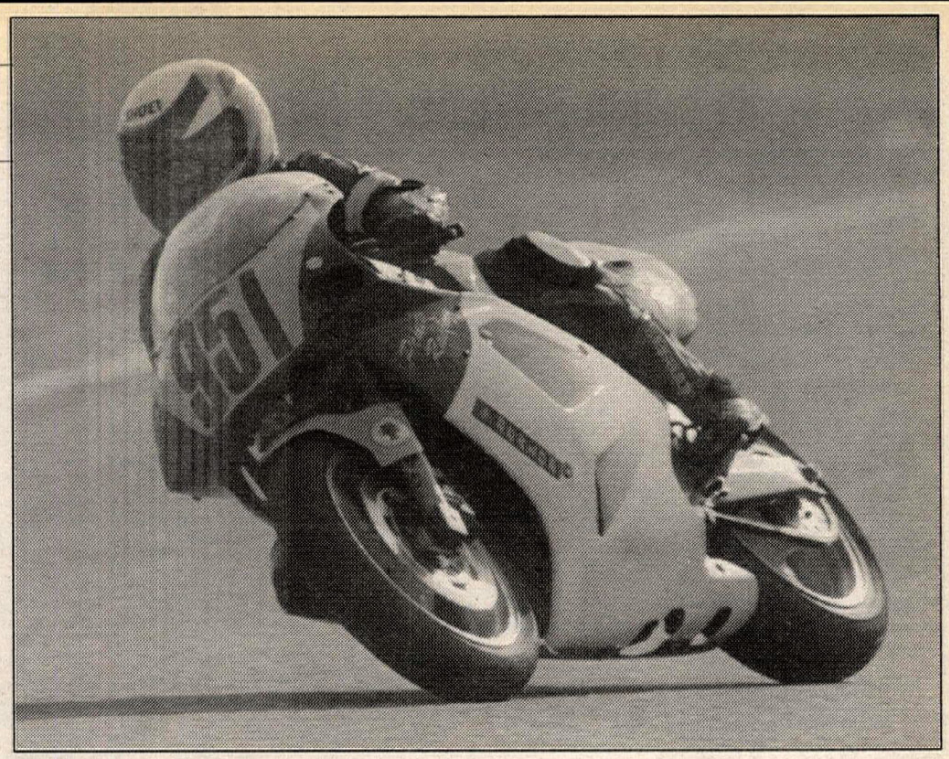
"We were out there to test and were going to pull in to let the guys - the amateurs who were out there - win the thing," Stevens said. "They really deserve to win the money, but they red-flagged it on me when I was leading and got the win."

In the Expert Heavyweight Superbike race, another class loaded with factory machinery, privateer Damian Weber shot into the lead only to crash exiting the West End Horseshoe, taking Rick Shaw with him - both were unhurt.

The lead went to Quarterley, with DuHamel second, Mark Walsh third, and Kevin Graham fourth. At the halfway point, Quarterley still had a tenuous lead and DuHamel was right with him. Corser was lying in third, with Graham fourth ahead of Donald Jacks. Corser took over the lead on the fifth lap entering turn one, dropping DuHamel to second ahead of Quarterley and Jacks. Corser immediately split from Quarterley and DuHamel, who were having a battle of their own. Quarterley would win it when DuHamel slowed coming out of the chicane, suffering a clutch failure on the sixth lap, and when Corser pulled into the pits on the final lap.

"I planned to run the whole race," Quarterley said. "Like everybody else we came down here to get our act together. Friday we had a problem with the engine, which wasn't running right. We took yesterday to take it apart and I rebuilt it."

Quarterly was running his 1993 Kawasaki because he didn't have all of the parts for his 1994 machine, though he expected to have them on Monday. "The new bike came without suspension on it, just a pipe for a rear shock to hold the motorcycle up. We're waiting for the other stuff, which should be in tomorrow."



**Shane Prieto was the top Novice, winning three races at Daytona International Speedway.**

The Expert U.S. TwinSports class always takes a lap or two to sort itself out, but if you're in the front pack then you can expect to be there at the end. Bartel's H-D's Shawn Higbee led from the start, and Aaron Yates second with three-time defending H-D TwinSports champion Scott Zampach third. The trio stuck together until the third lap when Yates nearly highsided in turn one, letting Higbee and Zampach get away. Higbee and Zampach diced back and forth for much of the race, both knowing where they needed to be for the run to the flag. Unfortunately for Higbee, Zampach was in the better spot.

"I knew I had to be behind him coming off NASCAR Turn Four," Higbee said. "Going into the chicane I did everything but stop, get off, and walk. But he's just too wise to pass me."

Zampach drafted by, the margin .020-of-a-second after seven laps of racing.

"It was a great way to start off the season," Zampach said. "We're the National Champions and we're going to show them how it's done. Yeah, it was a little bit of a waiting game. He was slowing down waiting for me to pass. I wasn't going to pass. That strategy won't always work, but it worked for me today."

Yates got the better of Bartel's H-D's Jay Springsteen in the battle for third.

Knowing how stiff the competition would be in the AMA 250cc GP class this year, McBride Cycles' Jon Cornwell came out to make sure his updated, two-year-old Yamaha was up to snuff. The AMC/CCS weekend would also be the first AMA race at which he'd be working with his new mechanic, Dave Ray. Alex Mayes, Cornwell's longtime tuner, passed away unexpectedly over the winter.

It took Cornwell better than two laps before he could take the lead in the Expert Middleweight GP race. By the halfway point he had better than a two-second lead, with Zero Gravity's Chris Taylor in pursuit. Taylor couldn't put a dent in Cornwell's lead, the Canadian turning lap times in the mid 1:58s as he sped to victory. Taylor was second, fending off the attacks of Andrew Trevitt.

"We were just trying some things," Cornwell said. "We were working all week long. I have a new man working with me - Dave Ray. I'm really happy. I'm just sorry that my old tuner, Alex Mayes, who passed away, couldn't be here. This year, we're kind of dedicating the season to him because he just loved racing and all the people he met."

### AMATEUR

Shane Prieto decided that his first race bike should be a 750 since he'd be moving up to one eventually anyway. He put the New Tech Racing machine to good use in his first race, the Amateur Solo GTO, winning handily on his second trip to Daytona.

"I really did ride the wheels off it," Prieto said. "I didn't know that Ron Howard had gone off the track. I turned around and looked back and didn't see him anywhere."

Fast Boyz Toyz' Timothy Hammitt was second with Cadman Jewelers Jay Dickenson third.

Michael Debrabant got the holeshot in the Amateur Heavyweight Supersport, but Sylvain Lemieux took it away from him on the first lap. It was the fourth lap before Prieto was within striking distance, moving to the front with a late braking move into the chicane. A lap later and there were nearly 2.6 seconds of breathing room, which stretched slightly to the end with Prieto beating Lemieux and Andrew Peaslee.

Win number three would come in the Amateur Heavy Superbike and again it was Lemieux and Peaslee in pursuit. Prieto had 3.5 seconds at the halfway mark leaving Peaslee to battle Lemieux. On the final lap, Peaslee pushed the front end in the infield kink, giving Lemiux second and moving Charles Todd Brank to a close third ahead of Jim Dickenson.

Sean Goff won one race, the Amateur Middleweight GP, by the narrowest of margins, .010-of-a-second, and nearly won the Amateur Solo GTU before settling for second.

The Amateur Middleweight GP was too close to call, with Goff chasing teammate Jon Schrocht, both aboard Honda 600s backed by Area Typewriter and TBR Racing, from the second lap on. On the sixth lap Goff was right on Schrocht, setting him up for the run to the flag. Schrocht went low on the East Banking, Goff went high, and at the line they were side by side, with Goff getting the trophy.

"I tried to run him down and planned it out to the end," Goff said. "I might have made my move too son. That's why I came down to the inside of the track."

"Oh, man! I thought I had him, to tell you the truth," Schrocht said. "On the last lap I saw Sean comin' up and goin' into turn one. I thought if I could run a nice, tight lap and not let him get around me I'd be all right. I got in behind him and I think he got me by about a bike wheel."

# Lawson returns

Four-time World Champion Eddie Lawson (right), last year's Daytona 200 winner, made his official return to Daytona International Speedway during the AMA/CCS sprint race weekend on March 5-6. The Californian, who now spends most of his time in Lake Havasu City, Arizona, used some of the races to test the 1994 Yamaha YZF750 he'll race in the 200. Here's what Lawson had to say, heading into Camel Motorcycle Week.

On returning to Daytona: "I knew the bike was going to be good from knowing what we had last year. I think, if anything, they've found a little more power. I know everybody has stepped up. The Suzuki team seems to be running good, the Honda's are running good and we haven't seen the Kawasakis yet. If anything, maybe we have an advantage. We won't really know until next Sunday."

On last year versus this year: "Last year this was all an unknown, like, hey, am I going to be able to do this, to do good? But the bike was good and I guess I'm not too old to race with them out there.

"Our lap times aren't great right now. Everybody is being careful out there. We just now (Saturday a.m. practice) got into the 54s. It will come down as the week goes on. Last year, at this time, we were running slower. We're getting there. Going fast isn't something you just do right away; you have to work into the speed."

On racing for the World Championship versus being semi-retired: "I think I get more up for the races I do now. When you're looking at a full season of racing, you know it's going to be a grind, especially after you've done it for 10 seasons or so. You know that next week you've got to be in another country for a race and then the same thing the week after, and so on.

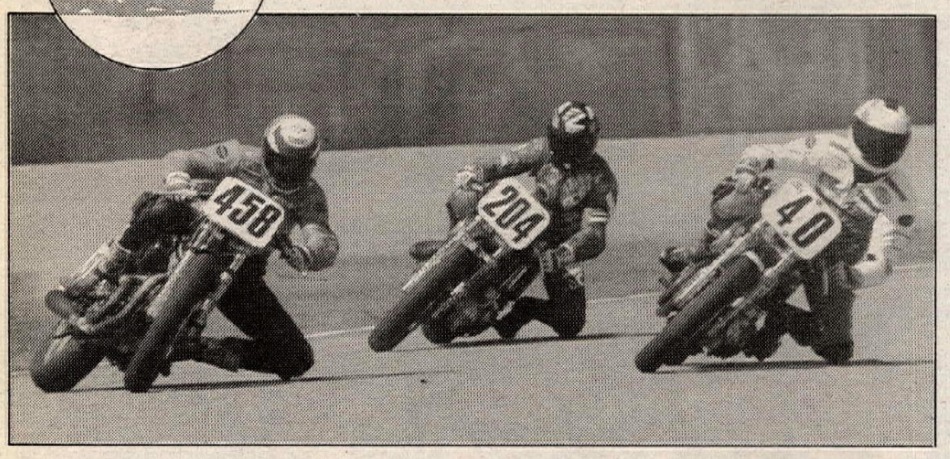
"This is great. I get to be home; to train and to play. It's much more relaxed. You can really get up for these one-off races. Daytona is really special because it's the biggie. If you're going to win a race, you want it to be the Daytona 200."

On the excitement level this year: "I think we had this type of excitement in the early 80's in Superbike. When Freddie (Spencer) and I and Wes Cooley were going at it; when we had Suzuki and Honda and Kawasaki heavily involved and the factories wanted the championship and winning Daytona. I think it's come around to that type of excitement again."

On the 53rd Daytona 200: "It'll be very, very difficult and very tough to win this year. Everyone wants revenge. As long as you go into the race knowing that, then you keep everything in check. At the same time, I know I'll have to ride harder than I did last year, but at the same time, I think everyone will still have to race with me. I'm not saying I'm going to go out there and kick butt, but I am saying I think they'll know they've been in a race when it's over."

**Gary Van Voorhis/DIS**

# Daytona International Speedway



Aaron Yates (458) gets his Harley sideways in front of race winner Scott Zampach (204) and Shawn Higbee (4).

In the Amateur Solo GTU, Goff finished second to Moto-Art's Albert Hallman, a frequent visitor to the winner's circle. Hallman won the Solo GTU by 2.281 seconds, but never made it to the top step of the podium again.

"I've never been in first place before," he said after beating Goff. "I really thought I had second the whole time. I've had the attitude lately to finish and win, finally."

Hallman also carded a pair of thirds, the first coming in the Amateur Middleweight Supersport, a race won by Apache Racing's Scott Pedersen. Jon Schrocht was second, 1.278 seconds back with Hallman third in front of Sean Goff.

Hallman would finish third again, this time in the Amateur Middleweight Superbike, a race that was red-flagged on the third lap with Thomas Hutchins of C.T.M. racing in the lead. Hutchins led from the start, with Hallman second in front of a swarm for third. By the halfway point, Hutchins had better than nine seconds of freedom with Charles Todd Brank just getting by Hallman, and that's how they finished. CN

**Daytona International Speedway**
**Daytona Beach, FL**
**Results: March 4-6, 1994**

**AM SOLO GTU:** 1. Albert Hallman (Hon); 2. Sean Goff (Hon); 3. Scott Pederson (Hon); 4. Steve Buery (Hon); 5. Ricardo Glock (Hon); 6. Jon Schroht (Hon); 7. Charles Todd (Suz); 8. Rob Mathews (Yam); 9. Michael Debrabant (Hon); 10. Darrin Klemens (Hon).
**Time:** 30 min., 42.560 sec.
**Distance:** 49.84 miles.
**Margin of victory:** 2.281 sec.
**Average Speed:** 97.378 mph.

**EX SOLO GTU:** 1. Mike Hale (Hon); 2. Andrew Trevitt (Yam); 3. Damian Weber (Yam); 4. Mike Murphy (Hon); 5. Chris Taylor (Yam); 6. Jurgen Lingg (Yam); 7. Greg Esser (Yam); 8. Bill Knox (Hon); 9. Max Autry (Hon); 10. James Schaefer (Kaw).

**AM SOLO GTO:** 1. Shane Prieto (Kaw); 2. Timothy Hammitt (Suz); 3. Jim Dickenson (Suz); 4. William Moeffett (Kaw); 5. Charles Brank (Suz); 6. Sean Goff (Hon); 7. Andrew Peaslee (Kaw); 8. David McIntyre (Suz); 9. Robert Clay (Kaw); 10. Brad Jackson (Suz).
**Time:** 30 min., 9.633 sec.
**Distance:** 49.84 miles.
**Margin of victory:** 7.815 sec.
**Average Speed:** 99.149 mph.

**EX SOLO GTO:** 1. Rick Shaw (Yam); 2. Britt Turkington (Suz); 3. Ray Yoder (Yam); 4. James Randolph (Suz); 5. Martin Wimmer (Kaw); 6. Gene Chruch (Hon); 7. Anthony Fania (Kaw); 8. Frank Kinsey (Yam); 9. David Olin (Suz); 10. Randy Renfrow (Hon).
**Time:** 28 min., 6.816 sec.
**Distance:** 39.16 miles.
**Margin of Victory:** 3.681 sec.
**Average Speed:** 106.368 mph.

**AM L/W S/TWN:** 1. Greg Doney (Ho); 2. Sebastian Didato (Duc); 3. Bob Vinson (Kaw); 4. Richard Lonsdale (Hon); 5. Dave Weaver (Hon); 6. Robert Diaz (Kaw); 7. Scott Robertson (Hon).
**Time:** 15 min., 6.665 sec.
**Distance:** 24.92 miles.
**Margin of victory:** 22.159 sec.
**Average Speed:** 97.975 mph.

**EX L/W S/TWN:** 1. Kiyo Watanabe (Hon); 2. Eric Moucatel (Duc); 3. Donald Unger (Duc); 4. John Long (Duc); 5. David Robertson (Duc); 6. Thomas Fournier (Duc); 7. John Aksel (Duc); 8. Dan Elders (Duc); 9. Pierre LaCasse (Hon); 10. Antony Lineberger (Kaw).
**Time:** 15 min. 6.665 sec.
**Distance:** 24.92 miles.
**Margin of victory:** 22.159 sec.
**Average Speed:** 97.975 mph.

**AM M/W GP:** 1. Sean Goff (Hon); 2. Jon Schroht (Hon); 3. Jean Edouard Henriquez (Suz); 4. Michael Debrabant (Hon); 5. Michael Fitzgerald (Hon); 6. Steve Buery (Hon); 7. Rob Mathews (Yam); 8. William Hillis (Hon); 9. David Lee (Yam); 10. Adam Climie (Hon).
**Time:** 15 min., 19.548 sec.
**Distance:** 24.92 miles.
**Margin of victory:** 0.010 sec.
**Average Speed:** 97.561 mph

**AM L/W S/SPT:** 1. Chris Finnerty (Yam); 2. Christopher Jones (Yam); 3. Timothy Stevens (Yam); 4. Shawn Rodel (Hon); 5. Robert Farley (Yam); 6. Harold Hillard (Yam); 7. Robert Diaz (Kaw); 8. S.B. Daniels (Hon); 9. Paul Hughes (Hon).

**EX L/W S/ SPT:** 1. Richie Morris (Yam); 2. David Pabst (Yam); 3. Craig Goldman (Yam); 4. Philip DeGregorio (Yam); 5. George Reavis (Yam); 6. Thomas Sonnenberg (Yam); 7. Brian Mills (Hon); 8. Greg Geonis (Yam); 9. Gene Hall (Yam); 10. Paul Netterstrom (Yam).
**Time:** 16 min., 10.959 sec.
**Distance:** 24.92 miles.
**Margin of victory:** 1.842 sec.
**Average Speed:** 92.395 mph.

**AM H/W S/TWN:** 1. Stephen Tuel (Duc); 2. James Sweet (Duc); 3. Greg Doney (Hon); 4. Sebastian Didato (Duc); 5. Richard Lonsdale (Hon); 6. Norman Lastovila (Duc).

**EX H/W S/TWN:** 1. Steven Mathews (Duc); 2. Edward Borowy (Duc); 3. Kiyo Watanabe (Hon); 4. Jerry Wood (Duc); 5. Donald Unger (Duc); 6. Douglas Gross (Duc); 7. Richard Eyman (Duc); 8. Eric Moucatel (Duc); 9. Dennis Liebrecht (Duc); 10. John Sksel (Duc).
**Time:** 14 min., 41.031 sec.
**Distance:** 24.92 miles.
**Margin of victory:** 19.348 sec.
**Average Speed:** 101.826 mph.

**AM M/W S/SPT:** 1. Scott Pederson (Hon); 2. Jon Schroht (Hon); 3. Albert Hallman (Hon); 4. Sean Goff (Hon); 5. Ricardo Glock (Hon); 6. Graham Kimble (Hon); 7. Rob Mathews (Yam); 8. Michael Fitzgerald (Hon); 9. Tim Fortune (Hon); 10. James Bronson (Hon).
**Time:** 15 min., 18.652 sec.
**Distance:** 24.92 miles.
**Margin of victory:** 1.278 sec.
**Average speed:** 97.725 mph.

**AM H/W S/SPT:** 1. Shane Prieto (Kaw); 2. Sylvian Lemieux (Suz); 3. Andrew Peaslee (Kaw); 4. Jim Dickenson (Suz); 5. Albert Hallman (Hon); 6. Franco Stefani (Kaw); 7. Louis Cobello (Suz); 8. James Bronson (Hon); 9. Robert Clay (Kaw); 10. Dennis Vasquez (Kaw).

**AM L/W GP:** 1. Michael DeBlanco (Yam); 2. Jim Hunter (Duc); 3. Scott Wohlfiel (Yam); 4. Tmothy Stevens (Yam); 5. Shawn Rodel (Hon); 6. Harold Hillard (Yam); 7. Brian Wohlfeil (Yam); 8. Carolyn Thurlow (Yam); 9. Dustin Sperber (Yam); 10 Ron Miller (Yam).
**Time:** 14 min., 20.367 sec.
**Distance:** 24.92 miles.
**Margin of victory:** 0.167 sec
**Average speed:** 104.272 mph.

**U/L S/SPT:** 1. Aaron Yates (Suz); 2. Tom Kipp (Suz); 3. Marc Smith (Kaw); 4. Marco Ferland (Hon); 5. Randy Renfrow (Hon); 6. Gene Church (Hon); 7. David Olin (Suz); 8. Jimmy Shelton (Hon); 9. Gerard Sharkey (Hon); 10. Owen Weichel (Hon).
**Time:** 14 min., 2.240 sec.
**Distance:** 24.92 miles.
**Margin of victory:** 9.317 sec.
**Average speed:** 106.516 mph.

**AM H/W S/BK:** 1. Shane Prieto (Kaw); 2. Sylvain Lemieux (Suz); 3. Charles Brank (Suz); 4. Jim Dickenson (Suz); 5. William Moffett (Kaw); 6. Louis Cobello (Suz); 7. Brad Jackson (Suz); 8. John Reese (Yam); 9. Jeffry St. Clair (Yam); 10. Timothy Hammitt (Suz).
**Time:** 14 min., 51.877 sec.
**Distance:** 24.92 miles.
**Margin of victory:** 6.078 sec.
**Average speed:** 100.588 mph.

**AM L/W S/BK:** 1. Chuck Menotte (Yam); 2. Timothy Stevens (Yam); 3. Christopher Jones (Yam); 4. Paul Hughes (Hon); 5. Sebastian Didato (Yam); 6. Carolyn Thurlow (Yam); 7. Francis Lapina (Yam); 8. Robert Diaz (Kaw); 9. S.B. Daniels (Hon); 10. Shawn Rodel (Hon).

**EX L/W S/BK:** 1. Philip DeGregorio (Yam); 2. Paul Netterstrom (Yam); 3. Paul Scarpa (Yam); 4. Ian Lineberger (Yam); 5. Richie Morris (Yam); 6. Robert Ault (Hon); 7. David Pabst (Yam); 8. Thomas Sonnenberg (Yam); 9. Pierre LaCasse (Hon); 10. Craig Goldman (Yam).
**Time:** 16 min., 14.057 sec.
**Distance:** 24.92 miles.
**Margin of victory:** 5.533 sec.
**Average speed:** 92.101 mph.

**AM M/W S/BK:** 1. Thomas Hutchins (Hon); 2. Charles Brank (Suz); 3. Albert Hallman (Hon); 4. Alain Brault (Hon); 5. Scott Pederson (Hon); 6. Jean Edouard (Suz); 7. Jon Schroht (Hon); 8. Ricardo Glock (Hon); 9. Steve Buery (Hon); 10. David Lee (Yam).

**AM SPTSMN:** 1. Jim Hunter (Duc); 2. Chuck Menotte (Yam); 3. Patrick Testa (Yam); 4. Harold Hillard (Yam); 5. Robert Diaz (Kaw); 6. Robert Brooks (Kaw); 7. Bob Vinson (Kaw); 8. Francis Lapina (Yam).

**EX SPTSMN:** 1. Robert Ault (Hon); 2. Russ Mattson (W-R); 3. Tony Martin (Yam); 4. Brian Mills (Hon); 5. Tom Chaplin (Hon); 6. Sherry Dowling (Kaw); 7. Gregory Grimes (Yam); 8. Michael Perry (Yam); 9. David Barrett (Yam); 10. J.B. Balko (Hon).
**Time:** 16 min., 8.531 sec.
**Distance:** 24.92 miles.
**Margin of victory:** 1.200 sec.
**Average speed:** 92.627 mph.

**EX M/W GP:** 1. Jonathan Cornwell (Yam); 2. Chris Taylor (Yam); 3. Andrew Trevitt (Yam); 4. Leon Cortez (Yam); 5. Jurgen Lingg (Yam); 6. Damian Weber (Yam); 7. Chris D'Aluisio (Apr); 8. Bill Knox (Hon); 9. Willam Luke (Hon); 10. Franky Heidger (Hon).
**Time:** 14 min., 14.974 sec.
**Distance:** 24.92 miles.
**Margin of victory:** 2.634 sec.
**Winner's average speed:** 104.930 mph.

**EX H/W S/SPT:** 1. Aaron Yates (Suz); 2. Chuck Graves (Suz); 3. Marc Smith (Kaw); 4. Mark Walsh (Suz); 5. Danny Roberts (Yam); 6. Mark McDaniel (Suz); 7. Eric Wood (Kaw); 8. David Olin (Suz); 9. Jose Soares (Hon); 10. Owen Weichel (Hon).
**Time:** 14 min., 10.728 sec.
**Distance:** 24.92 miles.
**Margin of victory:** 6.590 sec.
**Average speed:** 105.453 mph.

**EX M/W S/BK:** 1. Mike Hale (Hon); 2. Randy Renfrow (Hon); 3. Dave Rosno (Kaw); 4. Bill Knox (Hon); 5. Franky Heidger (Hon); 6. Marco Ferland (Hon); 7. William Luke (Hon); 8. John Blessed (Hon); 9. Larry Dodson (Hon); 10. Michael Lehning (Hon).
**Time:** 14 min., 31.845 sec.
**Distance:** 24.92 miles
**Average speed:** 102.899 mph.

**EX US TWSPTS:** 1. Scott Zampach (H-D); 2. Shawn Higbee (H-D); 3. Aaron Yates (H-D); 4. Jay Springsteen (H-D); 5. Ron McGill (H-D); 6. Tony Montenegro (H-D); 7. Ernie Kicklighter (H-D); 8. Shawn McNary (H-D); 9. Matt Wait (H-D); 10. Roger Reiman (H-D).
**Time:** 15 min., 51.800 sec.
**Distance:** 24.92 miles.
**Margin of victory:** .020 sec.
**Average speed:** 94.255 mph.

**AM US TWSPTS:** 1. Darvin Loyd (H-D); 2. Daniel Kuttner (H-D); 3. Kazuhiko Yamazaki (H-D); 4. Michael Friberg (H-D); 5. Ken Serakas (H-D).

**U/L GP:** 1. Thomas Stevens (Suz); 2. Troy Corser (Duc); 3. Miguel DuHamel (H-D); 4. Britt Turkington (Suz); 5. James Randolph (Suz); 6. Akira Yanagawa (Suz); 7. Rick Shaw (Yam); 8. Donald Jacks (Suz); 9. Kevin Graham (Kaw); 10. Linnley Clarke (Yam).

**EX H/W S/BK:** 1. Dale Quarterley (Kaw); 2. Donald Jacks (Suz); 3. Tom Kipp (Suz); 4. Linnley Clarke (Yam); 5. Kevin Graham (Kaw); 6. Jacques Guenette Jr. (Yam); 7. Britt Turkington (Suz); 8. Martin Wimmer (Kaw); 9. Mark Walsh (Suz); 10. Bill Zearley (Kaw).
**Time:** 13 min., 47.374 sec.
**Distance:** 24.92 miles.
**Margin of victory:** 12.849 sec.
**Average Speed:** 108.430 mph.

**EX M/W SS:** 1. Mike Hale (Hon); 2. Mike Murphy (Hon); 3. Jamie Bowman (Hon); 4. Kevin Graham (Kaw); 5. Max Autry (Hon); 6. Dave Rosno (Kaw); 7. Brian Gibbs (Hon); 8. Bill Knox (Hon); 9. Brett Roberts Metzger (Hon); 10. James Milroy Jr. (Kaw).
**Time:** 14 minutes, 29.131 sec.
**Distance:** 24.92 miles.
**Margin of victory:** 4.621 sec.
**Average Speed:** 103.220 mph

# Polen and HRC: Ready to win

Two-time World Superbike and current AMA Superbike National Champion Doug Polen (right) showed up at Daytona for a shakedown test on the new Honda RC45 for the AMA/CCS sprint race weekend. Polen enters this year's Daytona 200 By Arai as one of the favorites. We threw a few questions at the Texan.

On Honda's effort at Daytona: "I think everybody watching practice can see that we're here and we're here seriously. The machine that everybody was talking about that we tested earlier in Australia definitely isn't what we have here at Daytona. We're here and we are serious.

"What a lot of people don't understand is that to do a proper test you set everything up to test; you don't set things up to get good results. We were there to test and we had a good test. I think it went well, very well. The test results were very good. We got the kind of data we needed, to make correct decisions on what to change and improve. That's the way I judge whether a test is good, not lap times. If people want to go by lap times and make an assumption, then I think they've made a bad assumption. I think they can see that now. I think they can see that from this point on we are going to be very competitive."

On the anticipation of Camel Motorcycle Week: "Right now there's a lot of electricity in the air simply because we've got four road racing World Champions in the field: myself (two-time World Superbike Champion), Eddie Lawson (four-time 500cc World Road Racing Champion), Fred Merkel (three-time World Superbike Champion), and Scott Russell (reigning World Superbike Champion) and that's just the beginning of the depth of talent in the field. We've never had that before, to my knowledge. The Daytona 200 is going to be a serious race. You've also got the past four race winners (David Sadowski, '90; Miguel DuHamel, '91; Russell, 92; Lawson, '93)."

On the Daytona 200 by Arai: "Of course I want to win the Daytona 200. That's the reason I'm here, the reason we're here. That's the reason I made the effort to make sure things got done and got done in a way that would be productive when we got here, not just for a show. We've worked real hard on this Daytona program. I went straight from our Australian test session to the factory in Japan and spent three days at HRC discussing everything I felt needed to be done. You're now seeing the results of that time spent at HRC. It's worked out well and everybody seems to be happy.

"I think what we're seeing with our effort solidifies that the Daytona 200 is going to be a real good race. What maybe was a question mark before about our program, about whether the Honda was going to be competitive or not, has been erased. It's been answered."

On the competition: "Obviously, Eddie (Lawson) is pretty much a given, he'll be tough. Scott Russell - definitely, he'll be tough, too. It remains to be seen just what the new Kawasakis will be like. Based on past history, the Kawasaki should be quite good. I see them going pretty well.

"We've got Miguel DuHamel and the Harley-Davidson effort. It's a brand new bike and I think they're struggling right now, so I can't see them being a factor in the overall outcome of the race. They'll be in it, but not in it for the win. I see the Vance & Hines crew with Jamie James and Colin Edwards as being a factor as well as the Smokin' Joe's Hondas of Kevin Magee and Mike Smith.

"That leaves the Fast by Ferracci Ducatis. I was running the radar on the bikes yesterday (Friday) and their bikes were as fast as the Yamaha so they should be competitive. I know Pascal (Picotte) has enough time at this track to go fast here and do the job as long as the motorcycles are up to the task. Last year, when I rode for Eraldo, we were down on horsepower when we got here. That was because the bikes were shipped here brand new. This year, Eraldo went to the factory in Italy and personally assembled the bikes with the workers and then they shipped them over already prepped and ready to go."

On whether he can win the Daytona 200: "Yeah, no doubt. I wouldn't have come unless I figured I could win.

**Gary Van Voorhis/DIS**

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EBC Brakes Unlimited team challenge

### *EBC Brakes Unlimited Team Challenge - $267,000*

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Middleweight team challenge

### *CCS Middleweight Team Challenge - $156,750*

Bieffe Helmets, Bridgestone Tires, D & D Exhaust, EBC Brakes, Factory Jet Kits, Hindle Exhaust, Honda Motorcycles, Kawasaki Motorcycles, Metzeler Tires, Micron Exhaust, Nankai Leathers, Shoei Helmets, Spectro Oil, Two Brothers Exhaust, Wiseco Pistons

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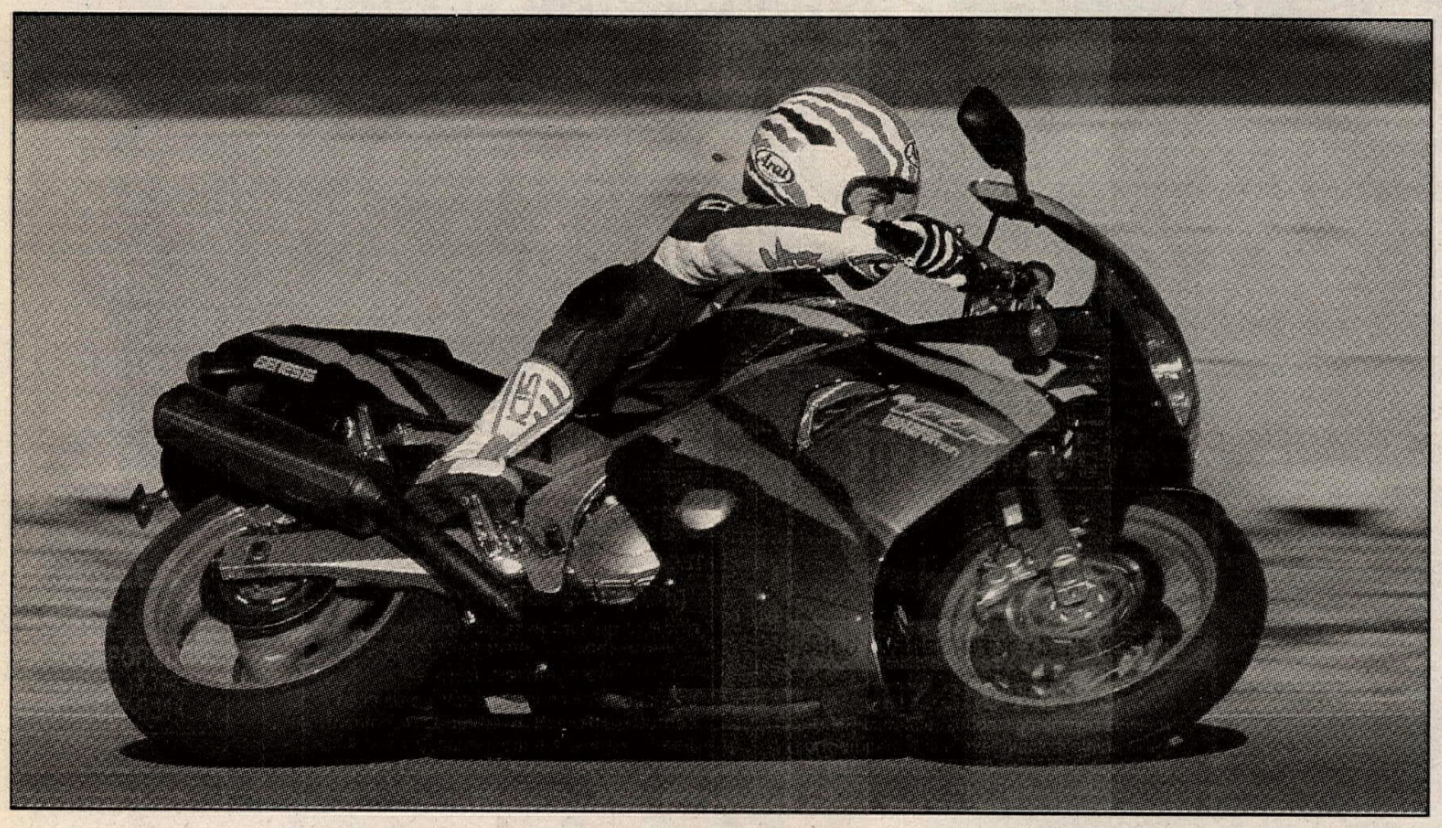
# Y? Because it's better



By Paul Carruthers
Photos by David Dewhurst

Make no mistake about it - the 1995 Yamaha YZF600R is not a reborn FZR600 - just ask Jamie James and Colin Edwards II. If you think Yamaha could have talked these two into racing dated FZR600s at Daytona, think again.

It has been almost two years since Yamaha has tasted success in the ultra competitive 600cc Supersport class at an AMA National. In August of 1992, the late Larry Schwarzbach won at the Mid-Ohio Sports Car Course. Nowadays it's a rarity to see a Yamaha on the grid, much less in the top 10 - but that's about to change. Edwards and James don't race to finish outside the top 10.

The ultimate test for the all-new YZF600 will come on Sunday, March 13 at Daytona International Speedway. During the AMA/CCS warm-up events on March 5-6 at the Speedway, James and Edwards tested, but didn't race, the new bikes (see sidebar).

Members of the motorcycling press were given the opportunity to test ride the YZF600s at the end of January in a session at Laguna Seca Raceway in Monterey, California. Threatened with death if word leaked about the new Yamaha before March, we were soon off and running at Laguna Seca - the site of the United States Grand Prix.

One of the first things you notice about the YZF600 is just how similar it looks to its big brother, the YZF750. That's because it uses the same seat, gas tank, instruments, rear view mirrors and headlights as the YZF750. A scaled down 750? Not at all. More importantly, the YZF600 is not just a revamped FZR600.

The engine is completely new. The existing 599cc four-cylinder engine was too heavy and too slow, so Yamaha engineers redesigned the engine with three goals in mind: to improve performance, decrease weight and improve reliability.

To start things off, Yamaha bumped the bore up from 59mm to 62mm while decreasing the stroke from 54.8mm to 49.6mm, and the cylinder walls now feature ceramic-composite plating. The four-valve-per-cylinder head has also undergone changes, with the ports differing in both size and shape. The ports are now oval, rather than round, and have decreased in size from 37.5mm to 34.5mm. The combustion chamber has also decreased from 12.3cc to 11.2cc, with the valve angles narrowing - intake from 18 degrees to 17 degrees; exhaust from 18 degrees to 16.75 degrees. Compression stays put at 12.0:1.

Yamaha shredded some engine weight via the crankshaft. While the FZR600's crank shaft weighs 15.6 pounds, the YZF's assembly weighs only 13.9 - a loss of 1.76 pounds. In addition, Yamaha has given the YZF a beefier clutch - up 5mm from 115 to 120mm - and it also now uses a push-rod bearing for smoother shifting. The engine is fed via four 34mm semi-downdraft Keihin carburetors.

A major change is the angle in which the engine sits in the chassis. While the FZR600's engine was situated at 45 degrees, the cylinder angle of the parallel four in the YZF now sits more upright at 35 degrees.

While the FZR600 used a four-into-one exhaust, the YZF gets a four-two-one system with the actual exhaust pipe size getting bumped up 3.2mm - and no EXUP. Usually used to increase mid-range, Yamaha engineers felt the YZF600 had enough punch in the middle to do without the extra cost and weight of the system.

Although the frame is still constructed of steel, the YZF600 now uses the engine as a stress member of its Deltabox chassis. The dimensions of the frame have undergone drastic changes. The wheelbase has been shortened some 5mm with the bike now measuring in at 55.7 inches. Like the YZF750, the 600 has a detachable subframe for ease of maintenance; the detachable unit also makes it easier to mount a racing seat.

The YZF's rake has changed while the trail remains the same as the FZR. The YZF now boasts 25 degrees of rake and 3.8 inches of trail, and also features a more forward-oriented weight bias.

Suspension is handled by a 41mm conventional front fork that offers pre-load adjustability. The traditional Yamaha monocross rear suspension features both pre-load and rebound damping. The YZF600 uses 298mm dual discs (four pistons) up front and a single 245mm disc (two-piston) in the rear.

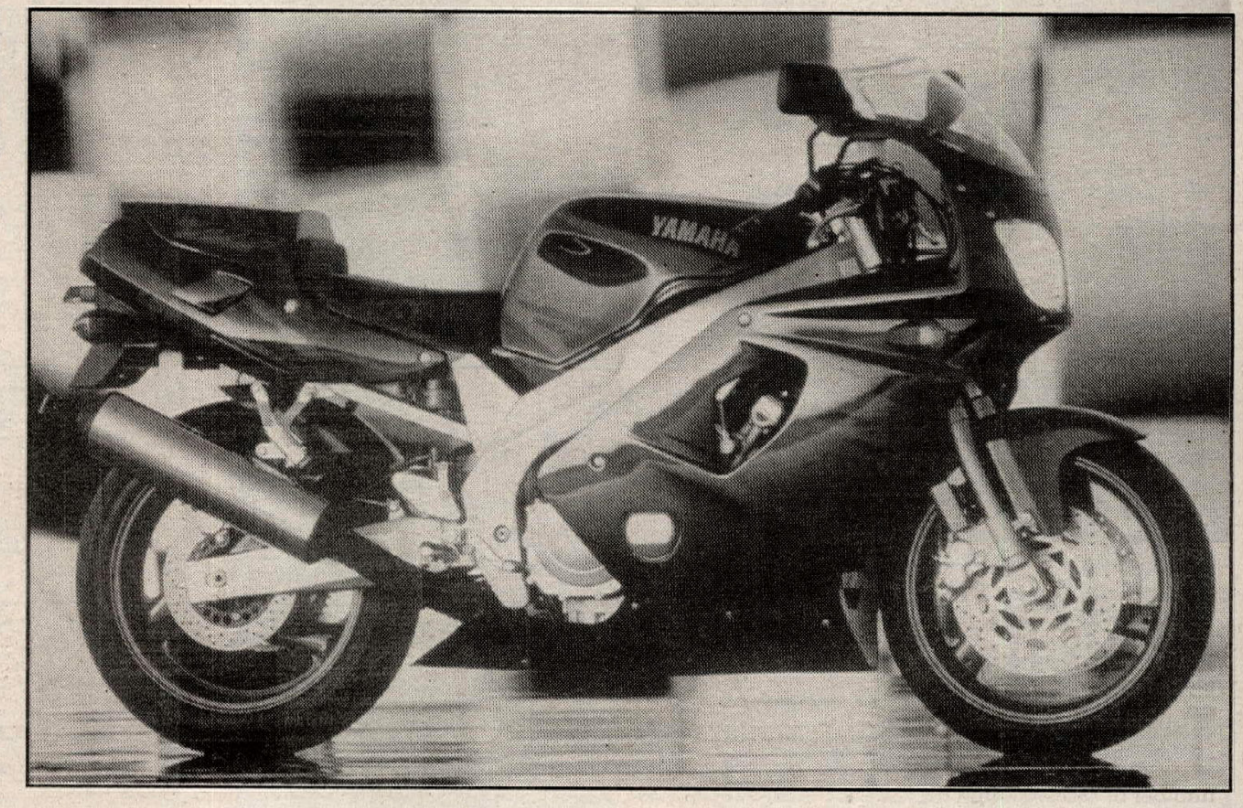
The YZF600 is fitted with ready-to-race wheels: 3.5 x 17-inch in the front and a beefy 5 x 17-inch rear wheel. Both wheels are constructed of hollow aluminum.

Although our YZF600 impression was based entirely on our day at the race track, we came away impressed with what we feel will not only be a better race bike - but also a better street bike.

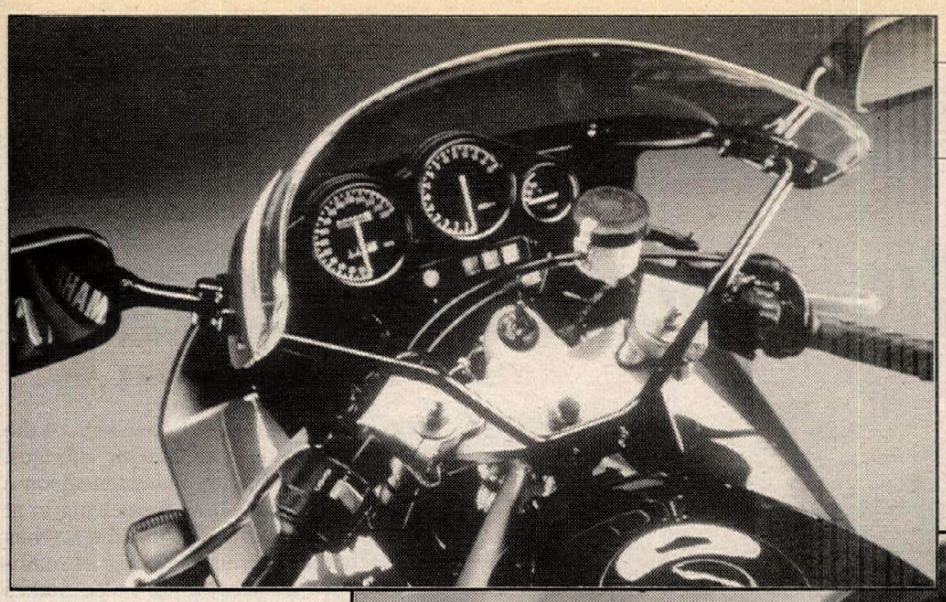
The engine should provide power that's on par with the rest of the 600cc Supersport class. Manageable at even low rpms, the powerplant really comes alive in the 6-6500 rpm range, and continues to do an admirable job of making power all the way to its 13,000 rpm redline. The climb from Laguna Seca's turn six to its famous Corkscrew provides a very good test for a middleweight sportbike, and the YZF scales the hill with the best of them.

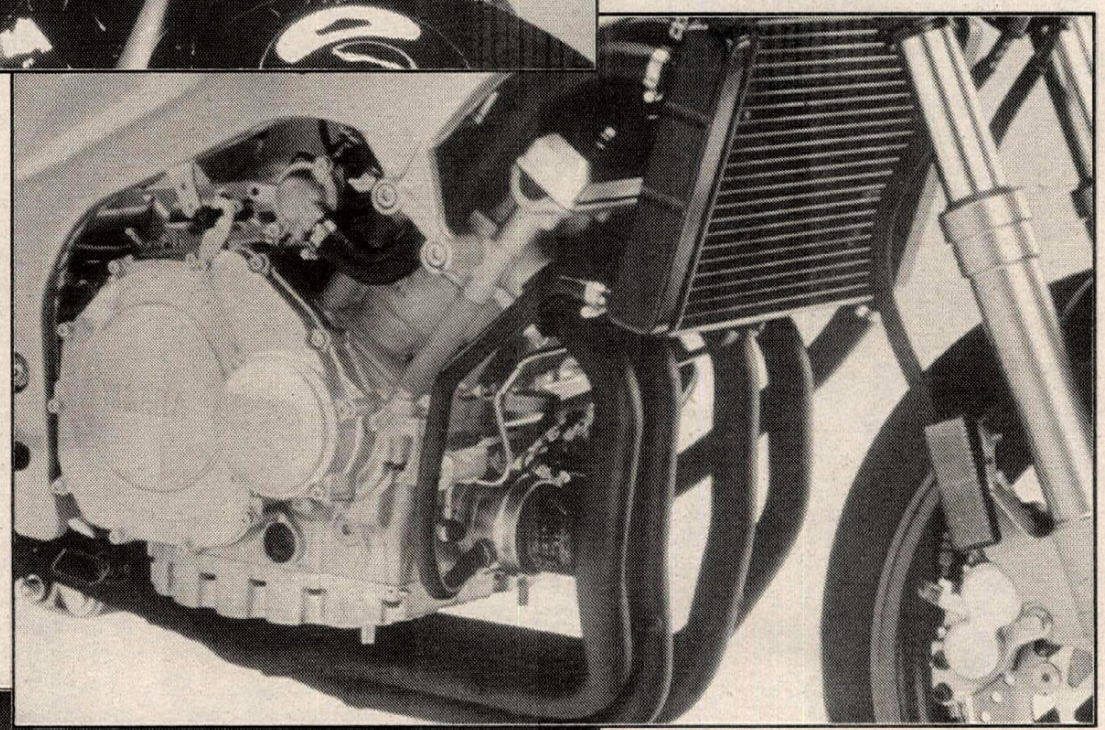
The Corkscrew itself then hands out a serious test of the bike's flickability. Again, the YZF came out a winner. Negotiating the left-to-right transition in the Corkscrew was a simple process on Yamaha's newest 600.

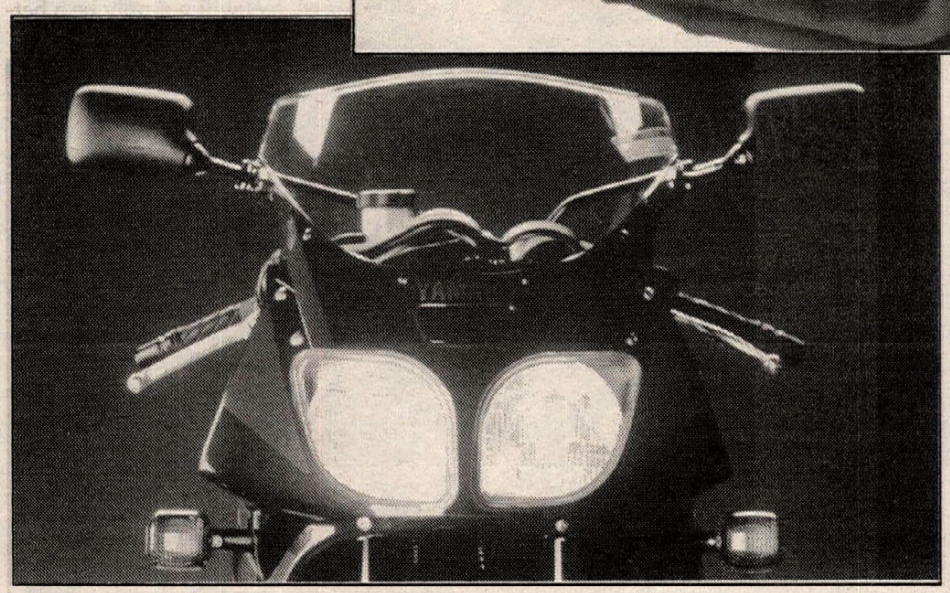
It's hard to really tell just how good the suspension will work on rough com-




The 1995 Yamaha YZF600 at speed and parked. The bike is not a scaled down YZF750 or an updated FZR600 - it's all new.







(Above) The cockpit is clean and functional. (Right) The new 599cc four-cylinder engine also now serves as a stress member of the Deltabox frame. (Below) The cat-eye styled headlights. The package weighs in at 406 pounds dry, according to Yamaha.

mutes, but the initial stock settings on both the front and rear seemed a bit soft for the race track. Again, that may be the ticket for the street. One thing is certain, the YZF600 will most definitely make a more comfortable street bike than the old FZR600 - thanks mainly to its more upright seating position. Yamaha also claims that the YZF offers better wind protection than the FZR - something we'll find out in a complete test in a later issue. The last thing you think about when you're rushing around Laguna Seca is wind protection.

Stability with the new 600 is high. From the flat-out climb over turn one, to the ultra-slow turn 11, the Yamaha never even hinted at wanting to wobble or shake. Point and shoot. The YZF600 goes where you want it to, when you want it to. Getting the bike slowed down from speed was also fairly effortless. While the brakes may give the rider a somewhat spongy feel, they still do their job well.

James and Edwards' results at Daytona will be the true test of just how good the YZF600 is - that and a lot of commuting in and around our southern California offices.

The YZF600 will make its debut in dealer's showrooms in April, and will carry a sticker price of $6999. CN

## Yamaha YZF600R

### Specifications

| | |
|---|---|
| **MSRP** | $6999 |
| ENGINE | |
| **Type** | Liquid-cooled, 4-stroke, DOHC |
| **Cylinder arrangement** | Forward inclined parallel 4-cylinder |
| **Displacement** | 599cc |
| **Bore x Stroke** | 62 x 49.6mm |
| **Compression ratio** | 12:1 |
| **Carburetion** | Keihin CVKD34 |
| **Transmission** | 6-speed |
| SUSPENSION/TIRES/BRAKES | |
| **Front suspension** | Telescopic fork |
| **Front travel** | 5.1 inches |
| **Rear suspension** | Rising-rate, link-type |
| **Rear travel** | 4.7 inches |
| **Front brake** | 298mm dual disc brake |
| **Rear brake** | 245mm single disc brake |
| **Front tire** | 120/60 ZR17 |
| **Rear tire** | 160/60 ZR17 |
| CHASSIS | |
| **O/A length** | 81.1 in. |
| **O/A width** | 28.5 in. |
| **O/A height** | 46.5 in. |
| **Wheelbase** | 55.7 in. |
| **Ground clearance** | 5.3 in. |
| **Dry weight** | 406 lb. |
| **Fuel capacity** | 5.0 gal. |

## Daytona debut for YZF

The new Yamaha YZF600 made its debut during the AMA/CCS weekend at Daytona International Speedway, though it was mostly for shakedown purposes. Vance & Hines Yamaha's Jamie James and Colin Edwards were entered in a number of races, though they spent the time testing and didn't compete. Since they've only had the bikes a short time, both riders feel that there's a lot of work to be done.

"We're just getting started with them," James said after a practice session on March 6. "It's stout chassis-wise. It steers really well. The only characteristic it has of my superbike (YZF750) is that it turns in well mid-corner. We've been working on carburetion. Sometimes you go backwards, sometimes you go forward. We need the time on the bike. The other manufacturers have had the bikes for several years. They've had time to get them dialed in."

Like James, Edwards likes the bike's stability.

"I've got a YZF superbike at my house and it feels as stable as that thing. It turns in okay. It's not a pain in the ass like the superbikes can be."

The biggest question mark right now is how much power the new Yamaha will make, and Edwards wouldn't make a prediction.

"I really haven't gotten with anybody else," Edwards said. "I hope it's fast. I'd like to believe it's fast. We did show real good on the dyno, but this is the real world," he said. "We're hoping to make better power than the Hondas and Kawasakis. I got behind (Smokin' Joe's Racing's Honda CBR600-mounted) Mike Smith. I was about two seconds behind and then got in some lappers and said screw it."

The Vance & Hines riders got a chance to ride the new Yamahas at Willow Springs in southern California a month prior to Daytona, though the test wasn't substantive. The machines were basically stock. The bulk of the development would come at Daytona and with the AMA/CCS 600cc Superport race a week away, James wasn't worried.

"We may get it running right in the next two days, then we can start working on the chassis. Once you get a baseline on the chassis, you can make some progress. Right now we're changing so many things at once that there's not a true evaluation. We've got to get it set up and running right, then work on acceleration. In one session we were over-jetted. The next session was closer and looked fairly decent. No other type of motorcycle outran me in the last session, but I never got with any of the leading teams."

Daytona will likely be the only time James and Edwards race the 600 this year and that's fine with Edwards.

"I'm concerned with the 600, but that's not what I'm here for. I'm here to win the Daytona 200, and with the 600 whatever happens, happens. I'd like to win it, but if not, it's no big deal," Edwards said.

**Henny Ray Abrams**

# Another day at the office for Hamel, Davis

By Anne Van Beveren
Photos by Tom Van Beveren

SAN FELIPE, B.C., MEXICO, FEB. 26

With a total entry fee of close to $600 - which equals out to nearly $2.50 a mile - a badly chewed up course and a two-and-a-half hour drive south into Baja to reach the start line, SCORE's San Felipe 250 has never been hugely popular with motorcycle racers.

This year's event was no exception. The 250-mile race drew only 17 motorcycle teams and followed the same whooped-out circuit that was used in last year's San Felipe race and in the 1993 Baja 1000.

The result was just as unexceptional, as Kawasaki's Danny Hamel and Ty Davis turned in a flawless performance to bring their Kawasaki KX500 home at the head of the pack for the second time in as many SCORE events.

"It was just another day at the office," quipped Hamel, as he watched his teammate complete a trouble-free ride to take the checkered flag an impressive 14 minutes ahead of the nearest competitors, with a total elapsed time of four hours and 20 minutes and an average speed of 57.5 miles per hour.

The motorcycle section of the Tecate Beer-sponsored event began shortly after dawn under the "arches" at the northern end of the resort town of San Felipe. The Kawasaki duo of Ted Hunnicutt and Paul Krause had drawn the number-one spot on the one-bike-every-30-seconds grid, and Hunnicutt left the start at 6:15 a.m. and powered down the short opening stretch of pavement, just as the sun was starting to clear the horizon behind him.

Hamel left the line in the number-two spot, pleased to find that a gentle breeze was pushing the dust aside to give him clear visibility. The air was crisp and cool - a welcome change from the oppressive heat and humidity that plagued the riders before the race was rescheduled from its traditional mid-April date - but just a few minutes into the course, February's chill wasn't looking quite as good.

"We went about a mile and a half and the temperature dropped about 10 degrees. I got really, really cold to where my hands got numb," said Hamel. "I was hitting the kill button because the air got so cold that it made me nervous."

The Nevada racer's fears were well founded. Hunnicutt's KX500 seized when he hit the one-and-a-half mile mark and Kawasaki Team Green's other Class 22 entry, a KX500 piloted by Craig Smith and Dave Ondas that left the line in third, got less than half a mile past Hunnicutt's KX500 before it, too, seized its way out of the race, leaving Kawasaki with only one team in the hunt for overall honors.

"The motor was really badly broken and we had no parts right there. The race was dangerous enough and rough enough that it just didn't make sense to go for the finish," said Hunnicutt. "It was pretty depressing to be there all week working hard prerunning to only make it that far."

Honda's factory assault was cut to one team before its bikes even reached the start.

"Chuck Miller dislocated his thumb at a race a couple of weeks ago and Charles Halcomb fell prerunning on Tuesday," said Honda's race manager, Bruce Ogilvie. "He (Halcomb) didn't do anything serious but he knocked himself silly and bruised himself badly, so we went with only one entry. We've got the kids racing instead of the old men."

**Ted Hunnicutt (2x) had a short ride. The Hunnicutt/Paul Krause bike seized only a few miles into the race, but their Kawasaki teammate Danny Hamel (1x), along with partner Ty Davis, had a flawless ride. The duo won the 250-mile race with eight minutes to spare.**

The "kids'" team consisted of Johnny Campbell, 23, and Jeff Capt, 25, who powered their XR628-based Honda off the line in fifth overall. With Hunnicutt and Smith out of the running, the thumper team made short work of the fourth-place starter, a Honda CR500 shared by John Flores, Brian Schmuckle, Brent Blount and Steve Phillips, and burst through into clear air behind Hamel.

The five Open class entries were followed by three 250cc (Class 21) entries, two Class 30 teams (riders over 30 years of age), a lone Class 40 entry and two Class 50 entries. The final four motorcycle teams had entered in the Sportsman's division - a new trophy-only class designed to attract racers with a low $200 entry fee.

The Sportsman's field dropped to three when the transmission stuck on the CR500 piloted by Mike Barnhill and Brian Free just 10 feet from the start line, and Tex Mitchell's lead-off ride for Danny Anderson and Fred Willert was almost as short. The rider of record for the Yamaha YZ250 team had broken his collarbone two weeks before the event and handed over to his teammates just 20 feet off the start.

The only racer who wasn't caught up in the action at the start was Kawasaki ace Larry Roeseler who, a day after his 37th birthday, was voluntarily sitting out his first SCORE race since 1972.

"Normally it would've taken an injury to keep me out, but I'm tapering off my schedule a little bit this year," said Roeseler, who has won each of the races in the SCORE series more than eight times. "It isn't too hard to miss this race - it's typically whoops and rocks, and it's short. It's not hard to be just helping our teams out."

Roeseler's description of the course was right on the money. The track had been beaten in by heavy use at last year's San Felipe 250 and there had been no rain to flatten the washes since last November's Baja 1000. To make it even worse, SCORE's new Trophy Truck class had raced the course on Friday morning.

"It's amazing that 11 trucks can move so much earth and throw up so many rocks. The course had changed substantially from prerunning," said Hamel.

Hard-to-see rocks wrecked havoc on the motorcyclists. John Flores crashed hard and reportedly broke his collarbone on the northerly run from San Felipe to Checkpoint 1 at El Chinero. Flores lost 20 minutes but managed to complete the 43-mile run to hand the CR500 over to his teammates. Sam Bass crashed in the beach section of the northerly run and lost the lead in the Over 50 division, and Jessie Ellicò wadded his Class 30 KX500 in the same section.

"He crashed really hard. The back rim was tacoed and the front would hardly go through the caliper," said Ellico's co-rider Ken Tapert. "He came in about half an hour late and then we had to replace both wheels, so we were well back."

Hamel stayed out of trouble on the run to El Chinero and had a comfortable lead as he headed into the northerly loop that circled through Checkpoint 2 at Ejido Saldana to the central pit at Borrego, but the 21-year-old hotshot admitted that he was riding cautiously.

"I was a little hesitant to come here and race because I crashed at the (Baja) 1000, and when I was prerunning on my first day, I almost did the same thing at exactly the same place," said Hamel. "I rode really conservatively - I just wanted to ride about 80 percent. I knew that if I was scared, everyone else had to be scared, too, so I knew they wouldn't be going any faster."

In second place, Johnny Campbell was also riding carefully.

"I took it really cautious for my sec-

tion. I wanted to save the bike and get it in, but I was overly cautious and lost a little time," said Campbell, who followed the format used by most of the teams and took over from his teammate at El Chinero.

Hamel had adopted a different race strategy and rode without a break all the way to the Borrego pit at the 115-mile mark. He handed over to Davis for the second half of the course in a rapid 26-second pit stop, and then waited to see what sort of a lead he had built up.

The KX500 team had an eight-and-a-half minute lead on adjusted time when Campbell brought the Honda in to Borrego and handed off to Capt.

Heads turned when the third-placed bike - a Honda CR250 piloted by Tim Morton and Brent Blount that was out in front in the Class 21 race - blasted by in a wash to the south of the Borrego pit 13 minutes behind the race leaders.

"Coming in to that checkpoint, the wash criss-crosses back and forth and Brent must've gone past the check," said Morton. "He was staying left following one of the lines. He cost us some time there, but he got the check."

Blount's ride was reviewed by SCORE's competition review board but no penalty was assessed. The board found that, while Blount did go against traffic, he had not intended to break any rules.

Fourth overall was in the hands of Over-30 racers Rex Staten, Dan Worley and Earl Roberts, who were pushing their KX500 hard, despite knowing that their only Class 30 competition was well back after Ellico's crash.

Kawasaki KX250 racers Jason Kawell and Steve Hengeveld brought the second 250cc entry through the Borrego pit in fifth overall, just five minutes behind class leaders Morton and Blount. Tex Mitchell's Yamaha entry was third in the 250cc division in sixth overall, and Brian Schmuckle battled too-stiff suspension all the way to seventh overall aboard the Flores/Schmuckle/Blount/Phillips Honda.

The lone Class 40 entry of Bob Van Dyke, Mitch Hedrick and Rich Casilli reached Borrego safely and the KLX650 team of Skip Crew, Tom Dana and Joel Parker held the Over 50 lead ahead of Sam Bass and Art Knapp's KX500.

When the Sportsman racers reached Borrego, they immediately turned south for the run across Diablo Dry Lake bed to the Morelia Road checkpoint and then turned west for the final run back to San Felipe. The rest of the field was headed for the same southerly loop, but first they had to complete a 60-mile inner loop that led over the mini summit then back to Borrego for a second pass through the pit.

"The mini summit is the only technical section of the course," said Davis, whose number one position gave him clear air through the tricky section. "There are boulders and rocks, and you have to pick your way through it. You can't ride over your head because you'll end up on your head, but it's a nice rest from all the high-speed stuff."

Davis completed the 60-mile inner loop in an hour, and at the end of 174 miles and three-and-a-quarter hours of racing, the KX500 he shared with Hamel was a comfortable 13 minutes ahead on adjusted time.

The Campbell/Capt Honda was going strong in second as it left Borrego for the second time and headed south towards the Morelia Road checkpoint, but the Honda pilots had all but given up hope of a win.

"It's hard to make up that much time in the last 75 miles, especially when it's wide open, so we just rode cautiously and made sure the bike finished," said Campbell. "We knew it would be hard to catch them unless they had a problem."

Back in third, Morton's pace slowed suddenly when he found himself stuck behind the leaders in the Sportsman's race, KX500 racers Jim Roewer and Tom Freimuth.

"They didn't have to do the middle loop so they were an hour ahead of us, but he was taking forever and I couldn't get by him because of the dust," said Morton, who was trapped in near zero visibility all the way to Morelia before he passed the Sportsman entry in the pit. Then the 250cc racer had to face 50 miles of unfamiliar ground.

"John Flores was supposed to ride from Morelia to the finish, but he got hurt riding (a 500cc entry) this morning and I had to take it to the finish," said Morton. "I hadn't ridden that last part in over a year, but I still felt I did pretty well in it."

Cautious riding was needed from Morelia all the way to the checkered flag.

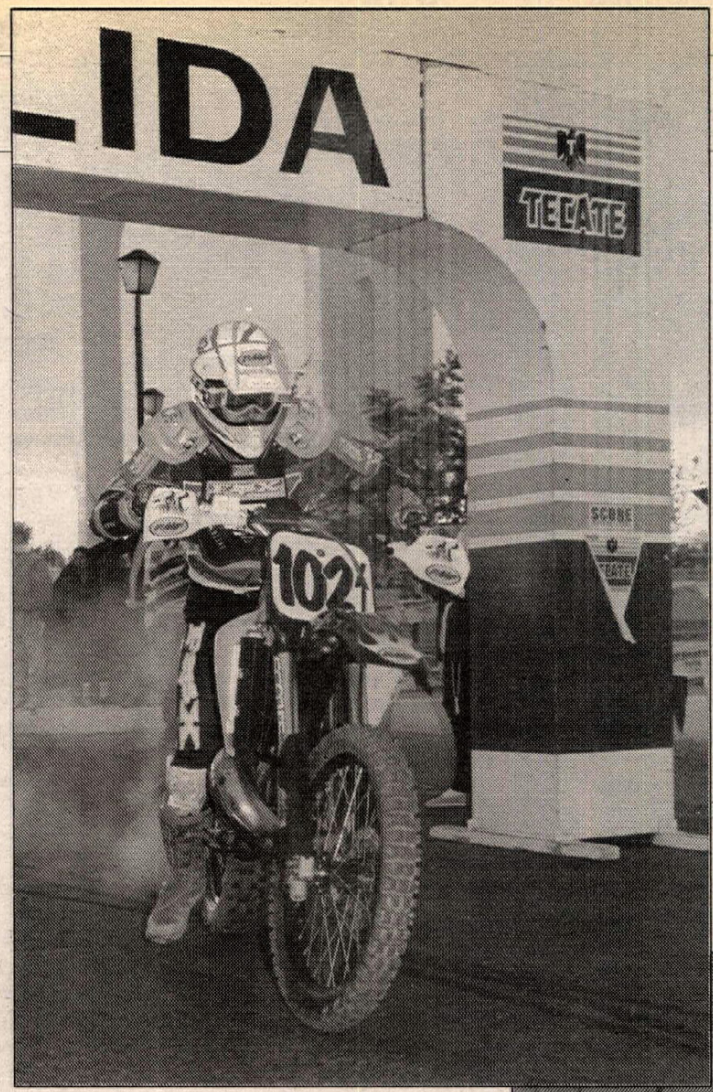
"When you get on the roads there are covered-up telephone poles and holes dug in the sand. That was a little scary, so I backed off," said Kawell.

Davis cleared Morelia with a minimum of fuss, kept the pace fast all the way through the high-speed end section and never even looked like being challenged for the lead. He brought the KX500 home, still on its original rear tire, to take the checkered flag at 10:40 a.m., giving the Kawasaki Team Green/Bel-Ray/Pro Circuit/Dunlop/Renthal/Trick/Tsubaki/NGK/LR Racing/Scotts/Acerbis/PIAA-backed winning duo an impressive 14-minute winning margin over some of the best teams in the desert racing business.

"It was okay, but it's kind of dangerous," said Davis. "The downfall in this course is that there are lots of whoops and rocks sticking up that you can't see. I hit a rock and cartwheeled prerunning my first day. I was lying there on the ground thinking 'Holy Cow - this is tough,' and the beating the course got from the trucks didn't help. But I kept the hammer down all the way and it was fun."

The win was Hamel's third at the San Felipe 250.

"I'm a little behind," said Davis, who now boasts a one-for-one win record in the shortest race in the SCORE series.



**(Left) John Flores burns rubber off the start en route to a third-place finish with teammates Tom Morton, Brent Blount, Brian Schmuckle and Steve Phillips. (Below) Ty Davis took the checkered flag leading the way, while teammate Danny Hamel patiently awaited his arrival.**

Campbell was disappointed with the performance that put him and Capt in second overall with an average speed of 54.6 mph.

"We didn't have any problems - we were just a little off the pace," said Campbell. "We should've picked it up, but I was too cautious. I thought the roughness of the course made it dangerous in the first section."

Third-placed Morton's only disappointment was the condition of the team's CR250, which took first place in Class 21.

"I never fall - I don't ride hard enough to fall, but Brent (Blount) pretty much destroyed the bike," said Morton, pointing to a smashed radiator shroud, a dented pipe and bent bars.

Blount admitting to crashing three times.

Riding for the first time since knee surgery in January, Earl Roberts brought the KX500 he shared with Rex Staten and Dan Worley home fourth overall on adjusted time, after battling it out in the final stages with the Kawell/Hengeveld 250cc entry.

But fourth overall and the Over-30 Class honors were stripped from the KX500 team when they were disqualified after the event for "short coursing" near the first highway crossing at the 17-mile mark. According to Deke Houlgate, SCORE's media relations representative, the team was spotted cutting the course by SCORE Vice President Paul Fish, who was flying over the course in a helicopter.

"Apparently they totally took off across country and, while doing the short coursing, actually physically passed two motorcycles," said Holgate. "Fish described it as flagrant short coursing. It wasn't a judgment call; there was no question about it at all."

The Over-30 team's disqualification put Kawell and Hengeveld, who took second in the 250cc division, into fifth overall, but just seeing the checkered flag was enough of a triumph for the KX250 duo.

"This is our third Baja race and the first Baja event we've finished without breaking anything," said Kawell. "We lost time at Parker because we split our gas tank and we lost our ignition at the 1000. Today went perfect."

Fifth overall went to Tex Mitchell's YZ250, which circled the course in the capable hands of Danny Anderson and Fred Willert.

The Flores/Schmuckle/Blount/Phillips team rescheduled its division of the journey to accommodate Flores' injured shoulder and finished a respectable sixth overall. Jessie Ellico and Ken Tapert finished seventh on total elapsed time, but were bounced back into eighth by a one-place penalty for failing to stop at a checkpoint. This left Over-50 winners Skip Crew, Tom Dana and Joel Parker in seventh overall, 36 minutes ahead of their Over-50 rivals Sam Bass and Art Knapp, on a KX500. Jim Roewer and Tom Freimuth topped the Sportsman field with an average speed of 51.8 mph around the shortened course.

"We blew a front wheel and seized the motor a couple of times, but we had fun," said Roewer. "This class is a good idea. We do less mileage, but it doesn't matter when you're just here for fun." CN

**San Felipe 250**
**San Felipe, B.C., Mexico**
**Results: January 26, 1994**

**O/A:** 1. Danny Hamel/Ty Davis (Kaw); 2. Johnny Campbell/Jeff Capt (Hon); 3. Tim Morton/Brent Blount (Hon); 4. Jason Kawell/Steve Hengeveld (Kaw); 5. Tex Mitchell/Danny Anderson/Fred Willert (Yam); 6. John Flores/Brian Schmuckle/Brent Blount/Steve Phillips (Hon); 7. Skip Crew/Tom Dana/Joel Parker (Kaw); 8. Jessie Ellico/Ken Tapert (Kaw); 9. Bob Van Dyke/Mitch Hedrick/Rich Cassili (KTM); 10. Sam Bass/Art Knapp (Kaw).

**CLASS 22:** 1. Danny Hamel/Ty Davis (Kaw); 2. Johnny Campbell/Jeff Capt (Hon); 3. John Flores/Brian Schmuckle/Brent Blount/Steve Phillips (Hon).

**CLASS 21:** 1. Tim Morton/Brent Blount (Hon); 2. Jason Kawell/Steve Hengeveld (Kaw); 3. Tex Mitchell/Danny Anderson/Fred Willert (Yam).

**CLASS 30:** 1. Jessie Ellico/Ken Tapert (Kaw).

**CLASS 40:** Bob Van Dyke/Mitch Hedrick/Rich Cassili (KTM).

**CLASS 50:** 1. Skip Crew/Tom Dana/Joel Parker (Kaw); 2. Sam Bass/Art Knapp (Kaw).

# Camel Motorcycle Week - Daytona Beach, Florida

### Tuesday, March 8

- Professional road race practice, 8:00 a.m.
- Harley-Davidson demo rides, northeast corner of Speedway, 9:00 a.m.-3:00 p.m.
- 5th Annual American Motorcycle Institute Brute Horsepower Shootout, AMI campus, 800/874-0645, 9:30 a.m.-3:00 p.m.
- World Bike Expo bike show, Oceanfront Park, 904/239-7010, 10:00 a.m.-3:00 p.m.
- 4th Annual Back to the Beach Reunion, Brewsters Restaurant, 4511 S. Atlantic Ave., Ponce Inlet, 11:00 a.m.-3:00 p.m.
- AMA Grand National Cross Country race, Ocala Motorsports Park, Ocala, 304/594-1157.
- AMA Pro-Am Short Track, Putnam County Fairgrounds, Satsuma, 7:00 p.m.
- 4th Annual Daytona Bike Week Motorcycle Auction, Volusia County Fairgrounds, 301/779-3235, 12:00 p.m.
- AHRMA Awards Banquet, DeLand Holiday Inn, DeLand, advance ticket sales only, 715/842-9699, 6:30 p.m.
- Chris Carter Radio Show, LaPlaya Hotel, WNDB 1150 AM, 8:00 p.m.
- Along Pit Road Radio Show with Richard Chambers, Shakey Jakes Center Court Sports Bar, 104 N. Ridgewood Ave., Holly Hill, WROD 1340 AM, 8:00 p.m.
- Chris Carter Call-In Show, Kawasaki Road Race Night, WNDB 1150 AM, 904/239-0033, 9:30 p.m.

### Wednesday, March 9

- Registration for 3rd Annual Alligator Dual Sport Ride, north parking lot, Municipal Stadium, first rider out at 9:00 a.m.
- Professional road race practice, 8:00 a.m.
- Harley-Davidson Ride-In Show, Ocean Center north lot, 8:00 a.m.-4:00 p.m.
- Registration for AHRMA/British Bike Magazine Trials, Florida MX Complex, Ocala, 715/842-9699, 8:00 a.m.
- Volusia County Youth/Amateur/Pro-Am half mile, Volusia County Speedway, 904/238-6001, 10:00 a.m.
- Harley-Davidson demo rides, northeast corner of Speedway, 9:00 a.m.-3:00 p.m.
- 5th Annual AMI Brute Horsepower Shootout, AMI campus, 800/874-0645, 9:30 a.m.-3:00 p.m.
- World Bike Expo bike show, Oceanfront Park, 904/239-7010, 10:00 a.m-6:00 p.m.
- Harley-Davidson Motorcycle Show and Museum, Ocean Center Arena, 10:00 a.m.-6:00 p.m.
- J. Wood and Co. Vintage Bike Show, British Bike Day, Daytona Armory, 725 Ballough Rd., 904/795-8895, 10:00 a.m.-6:30 p.m.
- Harley-Davidson Poker Run, Ocean Center MDA Booth, 10:00 a.m.
- Professional road race practice, 12:00 p.m.-1:00 p.m.
- Sign-up, tech inspection for 44th Alligator Enduro, Relay Wildlife Management Area, SR11, 904/238-6055, 1:00 p.m-5:00 p.m.
- Superbike practice with pace car, 1:00 p.m.
- Harley-Davidson TwinSports qualifying, 1:30 p.m.-1:55 p.m.
- HP4 600 Supersport group 1 qualifying, 2:05 p.m-2:30 p.m.
- HP4 600 Supersport group 2 qualifying, 2:40 p.m.-3:05 p.m.
- 750 Supersport group 1 qualifying, 3:15 p.m.-3:40 p.m.
- 750 Supersport group 2 qualifying, 3:50 p.m.-4:15 p.m.
- Pro road race practice, 4:15 p.m.
- AMA Pro-Am Half Mile, Volusia County Speedway, 904/238-6001, 7:00 p.m.
- Chris Carter Radio show, LaPlaya Hotel, WNDB 1150 AM, 7:30 p.m.
- Along Pit Road Radio Show with Richard Chambers, Shakey Jakes Center Court Sports Bar, 104 N. Ridgewood Ave., Holly Hill, WROD 1340 AM, 8:00 p.m.
- Chris Carter Call-In Show, Harley-Davidson/Wiseco Dirt Track Night, WNDB 1150 AM, 904/0033, 9:30 p.m.

### Thursday, March 10

- 44th Annual Alligator Enduro, Relay Wildlife Management Area, 9:00 a.m.
- Professional road race practice, 8:00 a.m.
- Harley-Davidson Ride In Show, Ocean Center north lot, 8:00 a.m.-4:00 p.m.
- Ohio Valley BSA Club/AHRMA Vintage Ride, DeLand Holiday Inn, DeLand, 9:00 a.m.
- Harley-Davidson demo rides, northeast corner of Speedway, 9:00 a.m.-3:00 p.m.
- International Motorcycle Show, outside Speedway main grandstand, 9:00 a.m.-3:00 p.m.
- 5th Annual AMI Brute Horsepower Shootout, AMI campus, 800/874-0645, 9:30 a.m.-3:00 p.m.
- Superbike group 1 qualifying, 10:00 a.m.-10:55 a.m.
- Harley-Davidson Poker Run, Ocean Center MDA booth, 10:00 a.m.
- World Bike Expo bike show, Oceanfront Park, 904/239-7010, 10:00 a.m.-6:00 p.m.
- Harley-Davidson Show and Museum, 10:00 a.m.-6:00 p.m.
- Jam-On Productions 16th Annual Swap Meet and Show, Sidecar and Trike Day, Volusia County Fairgrounds, 301/779-3235, 10:00 a.m.-6:00 p.m.

Professional rider depicted during closed-course event. Do not attempt these maneuvers. Dress properly for your ride with a helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. Do not drink and ride. It is illegal and dangerous. Specifications subject to change without notice. ©1994 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630)

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**All events held at Daytona International Speedway unless indicated otherwise. Ticketing information for all races at the Speedway is available by calling 904/253-7223.**

- J. Wood and Co. Vintage Bike Show, Triumph and Early American bike day, Daytona Armory, 725 Ballough Rd., 10:00 a.m.-6:30 p.m.
- Superbike group 2 qualifying, 11:05 a.m.-12:00 p.m.
- International Lightweight 250cc group 1 qualifying, 1:00 p.m.-1:25 p.m.
- International Lightweight 250cc group 2 qualifying, 1:35 p.m.-2:00 p.m.
- Arai Twin 50 finals, two 15 lap, 50 mile races; GTU final, 2:15 p.m.
- AMA 600cc Pro Short Track Regional, Municipal Stadium, 7:30 p.m.
- Chris Carter Radio Show, LaPlaya Hotel, WNDB 1150 AM, 7:30 p.m.
- Along Pit Road Radio Show with Richard Chambers, Shakey Jakes Center Court Sports Bar, 104 N. Ridgewood Ave., Holly Hill, WROD 1340 AM, 8:00 p.m.
- Chris Carter Call-In Show, Yamaha Road Race Night, WNDB 1150 AM, 904/239-0033, 9:30 p.m.

## Friday, March 11

- Boardwalk Classic Bike Show, Bandshell, 904/239-7010, 7:30 a.m.-5:00 p.m.
- AHRMA Observed Trials, Speedway infield, 8:00 a.m.
- Professional road race practice, 8:00 a.m.-12:00 p.m.
- 14th Annual AHRMA Concours d'Elegance Motorcycle Show, Speedway infield, 9:00 a.m.
- Harley-Davidson demo rides, northeast corner of Speedway, 9:00 a.m.-3:00 p.m.
- International Motorcycle Show, outside Speedway main grandstand, 9:00 a.m.-6:00 p.m.
- 5th Annual AMI Brute Horsepower Shootout, AMI campus, 800/874-0645, 9:30 a.m.-3:00 p.m.
- Harley-Davidson Poker Run, Ocean Center MDA booth, 10:00 a.m.
- World Bike Expo bike show, Oceanfront Park, 904/239-7010, 10:00 a.m.-6:00 p.m.
- Harley-Davidson Motorcycle Show and Museum, Ocean Center Arena, 10:00 a.m.-6:00 p.m.
- Jam-On Productions 14th Annual Swap Meet and Show, Antique Bike Day, Volusia County Fairgrounds, 301/779-3235, 10:00 a.m.-6:00 p.m.
- J. Wood and Co. Vintage Bike Show, Japanese and European Bike Day, Daytona Armory, 10:00 a.m.-6:30 p.m.
- International Lightweight 250cc final, 18 laps, 64 miles; 750 Supersport final, 15 laps, 53 miles; GTO final, 60 minutes, 1:00 p.m.
- AMA 600cc National Short Track, Municipal Stadium, 7:30 p.m.
- Chris Carter Radio Show, LaPlaya Hotel, WNDB 1150 AM, 7:30 p.m.
- Along Pit Road Radio Show with Richard Chambers, Shakey Jakes Center Court Sports Bar, 104 N. Ridgewood Ave., Holly Hill, WROD 1340 AM, 8:00 p.m.
- Chris Carter Call-In Show, Daytona Supercross by Honda Night, WNDB 1150 AM, 904/239-0033, 9:30 p.m.

## Saturday, March 12

- 22nd Big Daddy Rat's Hole Custom Motorcycle Show, Ocean Center North Lot, 8:00 a.m.-dusk
- American Motorcycle Heritage Foundation Breakfast, Indigo Lakes Crowne Plaza Resort, 2620 Speedway Blvd.; 614/891-2425, 9:00 a.m.
- AMA Risk Management Workshop, American Motorcycle Institute, 9:00 a.m.
- Harley-Davidson demo rides, northeast corner of Speedway, 9:00 a.m.-3:00 p.m.
- International Motorcycle Show, outside Speedway main grandstand, 9:00 a.m.-6:00 p.m.
- World Bike Expo bike show, Oceanfront Park, 904/239-7010, 10:00 a.m.-6:00 p.m.
- Harley-Davidson Motorcycle Show and Museum, Ocean Center Arena, 10:00 a.m.-4:00 p.m.
- Jam-On Productions 14th Annual Swap Meet and Show, European Bike Day, Volusia County Fairgrounds, 301/779-3235, 10:00 a.m.
- Harley-Davidson MDA Auction, Ocean Center North Arena, 12:00 p.m.
- Daytona Supercross by Honda, 1:00 p.m.
- Seventh Annual J. Wood and Co. Daytona Antique and Classic Motorcycle Auction, Daytona Armory, 4:00 p.m.
- AMA Grand National Championship Short Track, Harley-Davidson 883 National Short Track, Municipal Stadium, 7:30 p.m
- Chris Carter Radio Show, LaPlaya Hotel, WNDB 1150 AM, 7:30 p.m.
- Along Pit Road Radio Show with Richard Chambers, Shakey Jakes Center Court Sports Bar, 104 N. Ridgewood Ave., Holly Hill, WROD 1340 AM, 8:00 p.m.
- Chris Carter Call-In Show, Daytona 200 Night, WNDB 1150 AM, 904/239-0033, 9:30 p.m.

## Sunday, March 13

- Blessing of the Bikes, St. Paul's Catholic Church, 7:30 a.m.
- Motorcycle Parade to Speedway, Bellaire Plaza, 2425 N. Atlantic Ave., 8:00 a.m.
- Professional road race practice, 8:00 a.m.-9:30 a.m.
- International Motorcycle Show, outside Speedway main grandstand, 9:00 a.m.-1:00 p.m.
- World Bike Expo bike show, Oceanfront Park, 904/239-7010, 10:00 a.m.-6:00 p.m.
- HP4 600cc Supersport International Challenge, 19 laps, 64 miles, 11:00 a.m.
- Harley-Davidson TwinSports final, 7 laps, 25 miles, 12:00 p.m.
- 53rd Daytona 200 by Arai, 57 laps, 200 miles, 1:30 p.m.


Diego

After the way Team Moleen/Sizzler/Yamaha's Kyle Lewis flew through the Ultracross course at Jack Murphy Stadium on February 26th, we're starting to wonder if we should be making airplanes. Kyle doubled his way to victory while most of the pack struggled with the singles.

Speaking of complete and total Yamaha domination, privateer Ray Crumb and Moleen's Larry Brooks, who were also piloting YZ250s, took 2nd and 3rd. This 1-2-3 victory brought to you courtesy of Air Yamaha, the only way to fly.

TEAM YAMAHA

## Round 2: Soggy Dry Lake

# Hamel breezes to victory

**By Anne Van Beveren**
**Photos by Tom Van Beveren**

LUCERNE VALLEY, CA, FEB, 27

There were mixed opinions about the difficulty of the three-loop, 93-mile course laid out by the Huntington Beach Motorcycle Club, but everyone agreed that there is no stopping Kawasaki Team Green's Danny Hamel, who recorded yet another win in the AMA National Championship Hare & Hound Series. The Kawasaki KX500 racer was out in front at the end of the bomb run and remained unchallenged all the way to the checkered flag, taking his second win in the two-race-old series by an impressive four and a half minutes.

"I knew I had a good-sized lead going into the third loop, so I took it easy," said Hamel, who was two-and-a-half minutes ahead of the field after the first loop and four minutes ahead at the end of loop two. "I just kind of cruised, taking my time, and made sure I didn't make any mistakes or do anything stupid."

The event got underway 15 minutes after its scheduled 10 a.m. starting time with an across-the-valley dash towards Victor Pass. Hamel had the lead ahead of Team Green teammate Ty Davis as he flashed past the bomb, and the top 10 included the usual line-up of Paul Krause, on a KX500; Ted Hunnicutt, also aboard a KX500; Dan Richardson, on a Honda CR500; Todd Hoy, piloting a KTM 550 E/XC; and Bill Fullmer, aboard a Kawasaki KLX650R.

**(Above) The day after winning the San Felipe 250 in Baja, Danny Hamel (1) breezed to victory at the National Hare & Hound race in Lucerne Valley, California. Jeff Capt (210) won the Four-Stroke class. (Left) Dan Richardson matched his third-place performance of the previous round at the same venue.**

The morning was sunny but cool, thanks to a strong wind that blew most of the dust off the trail and helped to make the dry conditions bearable. The stiff breeze wasn't strong enough for Over-40 contender Bob Wadlow, however.

"I started next to all the big boys and it was like lights out when the banner dropped," said Wadlow. "By the time you let the clutch out, you couldn't see a thing."

Some of the out-of-state riders got off to a miserable start. Utah's Brandon Gerber was slow off the line when he kick-started his Husky WXC610 in neutral and then missed his first stab at the shift lever. Mark Lundgreen's ride ended 15 miles into the race when the Utah hopeful's piston welded itself to the cylinder, and Colorado's Jim Gray reportedly suffered a flat near the same spot. Destry Abbott went over the bars of his KTM 550 and cut his chin on landing.

A number of AMA District 37's local riders didn't fare much better. The District's top-ranked Vet, Geoff Sanborn, crashed out half way around the first loop in a tricky cross-grain section.

"I clipped about three sets of cross-grain whoops and went over the bars," said Sanborn, who was running in the top 15 overall. "It was mixed back and forth - there was some really fast stuff and then some nasty cross grain in between. I was in the wrong place at the wrong time."

Kawasaki KX500 pilot Kurt Hintz got off the line slowly after a two-kick start, and Rex Staten turned a good jump off the line into a slower than usual performance on the bomb.

"It was getting kind of dusty and I didn't want to go that fast across the desert," said Staten. "I backed off a bit and was 10th, maybe 15th at the bomb."

Dave Donatoni's problems started right after the bomb when the throttle on his CR500 began to stick.

"I had to stop and fix it and I lost a lot of positions. I had a great start and then that had to happen," said Donatoni.

The 32-mile first loop was fast paced almost all the way. Gerber described the loop as "too fast" but used the hard-on-the-gas run to work up from his dismal start into 15th overall.

"I thought it was way too fast. That first loop - almost anybody that's got good suspension can ride that. It wasn't technical enough," said the Husqvarna pilot from Utah.

Abbott, who had traded his usual small-bore KTM for a 550 mount, found the high speed way too demanding for him.

"I can't ride this fast - I'm not a big-bore rider," said Abbott. "And I just can't ride the cross grain like these guys can."

Hamel had no problems with the speed or the cross grain and completed the first loop in 40 minutes. He dashed into pit row two and a half minutes ahead of Davis, and was gassed and heading into loop two in just 14 seconds.

Hunnicutt was in third as the 30-mile second loop got underway, with Krause half a minute behind him, Richardson held fifth ahead of KX500 racer Dave Ondas, and Abe Baumann brought his KX500 through at the head of the Vet class in seventh. Greg Zitterkopf was six places ahead of the nearest 250cc competition in eighth, despite problems with his KTM 250's top-end power.

"I could only get three-quarter throttle - anything over that and it would sputter. I think it's a reed," said Zitterkopf.

Todd Hoy held ninth, Honda's Jeff

Capt headed up the Four-Stroke contenders in 10th, one place ahead of Bill Fullmer's KLX650, and John Braasch scrapped into the top 20 at the head of the 125cc division.

Hamel's flawless ride continued as loop two unfolded, but the race came to a sudden end for two of his Kawasaki teammates just 10 miles out of pit row.

"We came 'round the corner and saw a big dust cloud with Hunnicutt's feet and motorcycle flipping around in it," said Krause, who was racing handlebar to handlebar with Richardson. "Looking at it, he was kind of going between two trails trying to get to a smoother section when he clipped a rock."

Krause stopped to help his downed teammate and waited more than half an hour before Hunnicutt recovered enough to ride back to the pit. Krause swapped bikes with Hunnicutt so the injured rider wouldn't have to battle the KX500's tweaked rear end and smashed clutch lever.

"It was a good 30 minutes before he started moving around," said Krause, who described abandoning the race for his teammate as "a favor that I hope never has to be repaid." Krause also stated "About 99 percent of the people that went by stopped and asked if they could help."

Hunnicutt received medical attention in the pit and was later checked out at a local hospital. His injuries included a dislocated thumb, a badly scraped elbow and a badly bruised thigh. At the time, it was thought he had broken his femur.

Hamel flew through the second 30-mile loop in 41 minutes. Davis was four minutes behind in second, with Richardson another two minutes back in third. Ondas had inherited fourth after Hunnicutt and Krause disappeared from the lineup, and he was followed through by Zitterkopf, Capt, Hoy, Baumann and KX250 racer Jason Kawell. Fullmer and Gerber were battling for second in the four-stroke class in 10th, ahead of Abbott and Hintz; Staten was number two Vet in 14th, and Braasch still led the 125s in 15th.

The third loop, which consisted of 31 miles of loose rocks and off-camber trails, was the most controversial of the three and it hit just when the field was starting to tire.

"I liked the third loop the least because they just took the biggest, whooped trail to the next clear trail," said Hamel. "There were humongous whoops everywhere and it wasn't that much fun. I liked the first two loops a lot more because they used a lot of virgin trails and there weren't a lot of whoops."

The ride was less than fun for Fullmer, who got a front flat five miles into the loop, and Jeff Kelley, who got a rear flat, and the rocks ruined Ron Bragdon's shot at passing Staten for second in the Vet division.

"I was reeling Staten in when I bent my foot peg and got it stuck in the up position," said Bragdon. "I had to stop and fix it. It was going to be close."

Close battles turned position after position over in the final dash for the finish, but Hamel's four-and-a-half minute lead made him invincible.

The Kawasaki Team Green/Thor/Alpinestar/Bieffe/Dunlop/Maxima/Pro Circuit/Scott/Sprocket Specialists/Braking/Endura/F&L/RK Chain/IMS/Magnum/N Style/Scotts/Back Canteen/MXA-backed racer crossed the line at 12:30 p.m. to take the checkered flag and one of the easiest victories the defending champion has enjoyed since he began dominating the National series in 1992.

"The bike worked excellent. I just had a perfect ride," said Hamel. "There were some good uphills and downhills, and the length was good, too, but there were too many whoops."

In a repeat of round one's results, Davis held on for second and Richardson claimed third.

"A lot of it was high speed, but it was a fun race," said Davis. "It was just one of those off days when I didn't feel like giving it 100 percent. My hands are pretty sore from racing the San Felipe 250 yesterday."

Richardson found the last section hard going with Dave Ondas right on his rear wheel.

"The last 10 miles - I don't like them that technical when you're really tired. It was all loose rocks and you're trying to go fast; you're tired and your hands are sore - but it was a lot of fun," said Richardson. "I haven't raced so close with these guys for a while."

Ondas was pleased with fourth place - two places higher than his finish in the first round of the series.

"I was right behind Richardson the whole way. I got right up to his rear tire on the last loop, but I hit a rock, fell over and lost a little time. It was frustrating," said the KX500 racer.

Zitterkopf, who took the 250cc honors in fifth overall, six places ahead of second placed Jason Kawell, was surprised to even see the checkered flag.

"I was really surprised I finished, the bike was sputtering so badly," said the KTM 250 racer. "The course was marked really well, but almost the whole thing was whoops. I got a halfway decent start, though, so I can't complain."

Capt, who finished hard on Zitterkopf's heels and took the Four-Stroke win, described the course as "not marked very well."

"I didn't get lost, but I would lose the trail. There weren't arrows on the corners," said Capt.

Hoy's KTM crossed the line in seventh, Brandon Gerber's Husky took second Four-Stroke in eighth overall ahead of Abbott's KTM, and Baumann took a wire-to-wire win in the Over-30 Class in 10th.

Braasch, who completed the course in 15th overall to take an easy win in the 125cc division, was amazed to find himself at the finish of a Nationals event.

"I never finish Nationals," said the KX125 racer. "Every time it says National, something happens, so this was perfect for me. I never really came close to crashing and the bike ran good. I might do the rest of them. Maybe my luck has changed in the Nationals". CN

**(Right) Ty Davis, who was Hamel's teammate in Mexico, finished second to the defending champ. (Below) Brandon Gerber (foreground) was the runner-up in the Four-Stroke class.**

**Soggy Dry Lake**
**Lucerne Valley, California**
**Results: February 27, 1994 (Round 2 of 7)**

**O/A:** 1. Danny Hamel (Kaw); 2. Ty Davis (Kaw); 3. Dan Richardson (Hon); 4. Dave Ondas (Kaw); 5. Greg Zitterkopf (KTM); 6. Jeff Capt (Hon); 7. Todd Hoy (KTM); 8. Brandon Gerber (Hus); 9. Destry Abbott (KTM); 10. Abe Baumann (Kaw); 11. Jason Kawell (Kaw); 12. Bill Fullmer (Kaw); 13. Rex Staten (Kaw); 14. Kurt Hintz (Kaw); 15. John Braasch (Kaw); 16. Ron Bragdon (Hon); 17. Dana Van Stee (Kaw); 18. Gary Dudley (Kaw); 19. Dave Donatoni (Hon); 20. Brent Farrell (Hon); 21. Jeff Kelley (Kaw); 22. Rob Flagler (Hon); 23. Ron Peters (Kaw); 24. Eric Anderson (Kaw); 25. Donnie Morrison (Kaw); 26. Paul Shaffer (Hon); 27. Steve Ogren (Kaw); 28. Jamie Campbell (Hon); 29. Quint Betts (Kaw); 30. Chris Stewart (Yam).

**OPEN EX:** 1. Danny Hamel (Kaw); 2. Ty Davis (Kaw); 3. Dan Richardson (Hon).

**250 EX:** 1. Greg Zitterkopf (KTM); 2. Jason Kawell (Kaw); 3. Dana Van Stee (Kaw).

**125 EX:** 1. John Braasch (Kaw); 2. Steve Ogren (Yam); 3. Quint Betts (Kaw).

**4-STK:** 1. Jeff Capt (Hon); 2. Brandon Gerber (Hus); 3. Bill Fullmer (Kaw).

**30+:** 1. Abe Baumann (Kaw); 2. Rex Staten (Kaw); 3. Ron Bragdon (Hon).

**40+:** 1. Richard Jackson; 2. Rick Shirey; 3. Steve Thompson.

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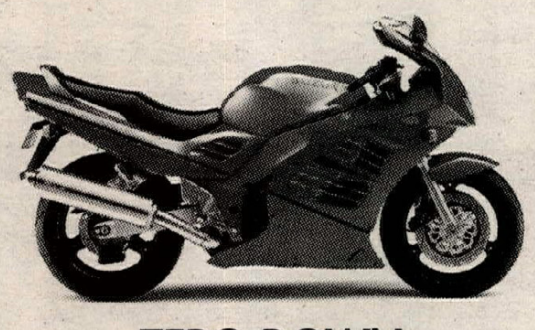

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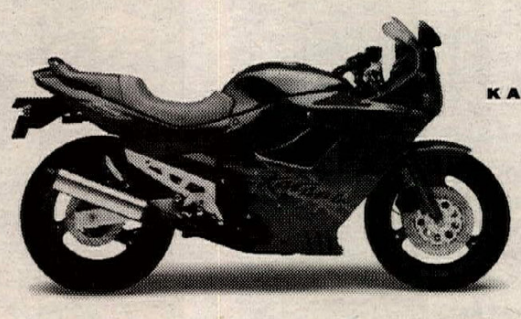

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# "I want my factory

By Kit Palmer
Photos by Kinney Jones

Some say Jeff Matiasevich is too old. Some say he doesn't train enough. Some say he lacks motivation, and some say he's a has-been. But Jeff Matiasevich says he still has what it takes to be a factory rider. And, from the looks of things, the "Chicken" may very well be right, and his critics, well...very wrong.

Not too many people were questioning those critics at the start of the season, though. Heading into the 1994 Supercross and National MX Series, things didn't look good for the veteran racer - his one-year contract with Suzuki had expired and his not-so-stellar performance in '93 didn't earn him a new one from Suzuki, or from any of the other manufacturers. So, for the first time since joining the Kawasaki team as a 125cc rider in 1988, Matiasevich entered the 250cc Camel Supercross and National MX Series as a full-on privateer.

For Matiasevich, being a privateer means no more high-dollar salary, no more ultra-trick race parts, no more having all your travel plans taken care of (not to mention paid for, too), and no more "cushy" race team hauler to relax in between motos.

And then there's the age issue. Matiasevich is 24 years old, prompting many to believe that the flamboyant southern Californian is "over the hill" in a sport that favors the young and the fearless. Now some of Matiasevich's rivals are up to seven years his junior.

Is all this negativity too much for Matiasevich to overcome? Many think so - but not Matiasevich. With six rounds completed in the Camel Supercross Series, Matiasevich has already had better finishes than he did a season ago - he finished fifth in San Diego, and has twice matched his best finish last year, placing sixth in Anaheim and Tampa. However, these respectable finishes aren't reflected in the series point standings. Last year at this time, Matiasevich was 10th in the series; this year he's 11th, but has accumulated the exact same number of points (63), despite finishing a dismal 19th at the most recent Atlanta Supercross. (At the Georgia Dome, the steering stop on his motorcycle broke, causing the front wheel to tuck under in a turn, and Matiasevich crashed. He was pinned under the bike for nearly a full lap).

But no matter how you look at it, Matiasevich is turning some heads. He's starting to look like the "Chicken" of old - and he's doing so without factory support.

We chatted with Matiasevich shortly before he headed to Florida for the opening round of the AMA National Championship 250cc MX Series, which will be followed by the Daytona Supercross.

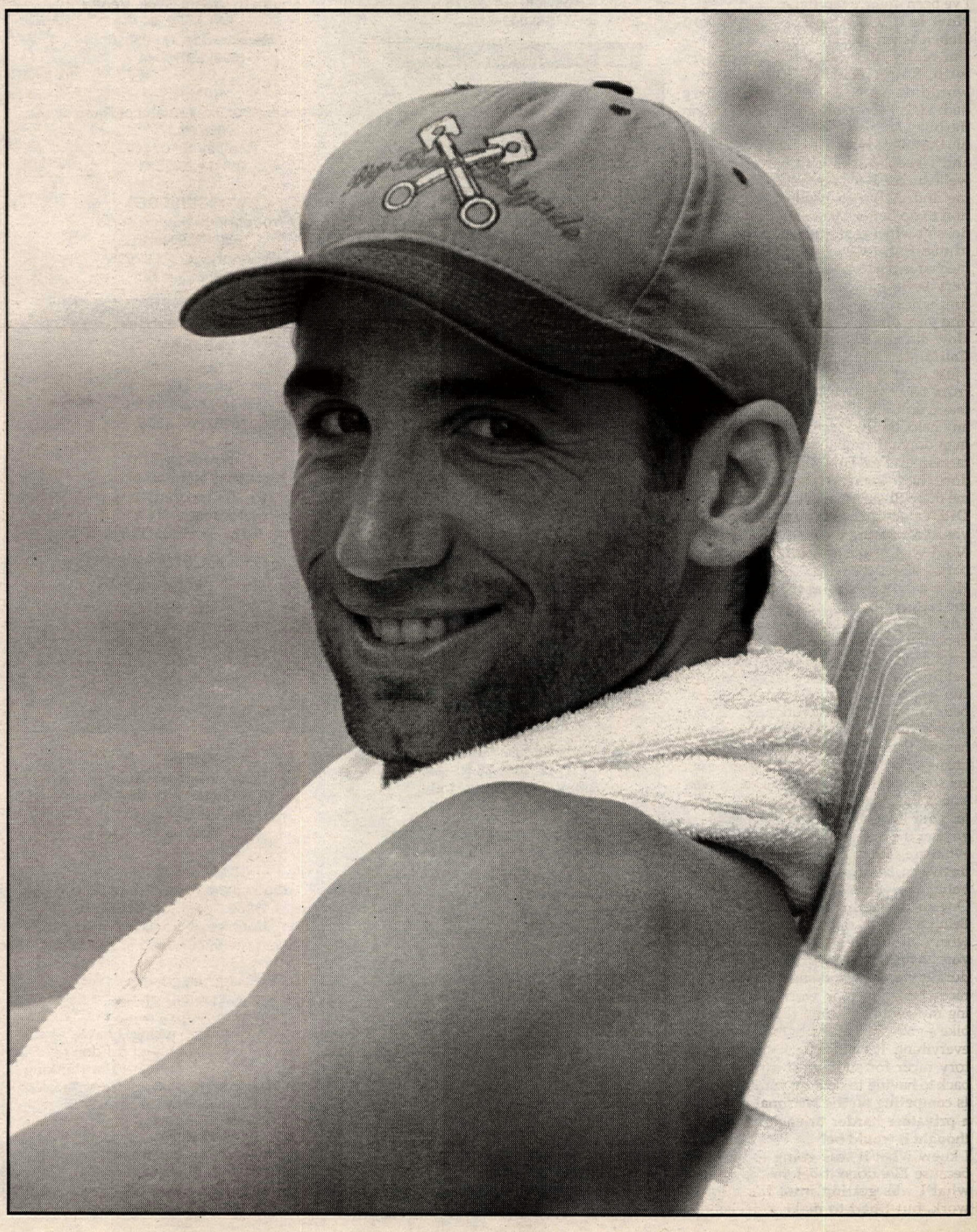
**What was your situation at Suzuki? Did you want to stay there or were you ready to move on?**

I had a one-year contract with Suzuki, and I really didn't want to stay there. I couldn't ride the bike to my full potential. The bike just didn't fit my style at all. I tried to get them to make a couple of changes to help improve the bike, but there was no effort on their part to change the bike. So, I just didn't want to continue on with something I wasn't happy with.

**You pretty much knew by the end of last season that Suzuki wasn't going to re-sign you. Did you have any back-up plans?**

Actually, I was planning on quitting. Since I didn't have to ride the 500cc Nationals last year, I didn't ride for about two-and-a-half months. Then I started riding again, getting ready for the Fukuoka race in Japan. That's when I decided...I *really* wanted to ride. I didn't want to quit yet, and decided to go ahead and try a year on my own if that's what I had to do to get a factory ride back.

**Now that you're 24 years old, do you think your age will hurt your chances of getting another factory ride?**



# ride back"

Being 24 - as a rider and a person - I've matured a lot. I think being 24, you're still young, but in our sport you're starting to get old. But I don't think my age is a factor. As for being physically conditioned, I'm in better shape now than I've ever been in.

**What kind of training regimen are you on now?**

Riding, running, bicycling, weights - I've been doing everything.

**How is it working out having Ron Heben as your mechanic?**

I'm really lucky to have hooked up with Ron Heben. Without Ron I wouldn't have had the finishes I've had. He's been working really hard on the bike. As long as Ron keeps working on the bike, trying to make it better, and I keep working to better myself, we'll succeed. If both people are working and giving each other the motivation to do better - it's a big part. A rider doesn't win a championship or races by himself, he's got to have a good mechanic. He (Heben) takes everything very seriously, and he makes things fun, which is a combination you don't find very often.

**How did you hook up with Escondido, California's North County Yamaha?**

I just went down and bought two bikes from NCY. Basically, they run a 125 team, so they really couldn't give me any help, but (team manager) Jim Hurkman down there helped me out a lot as far as parts go, and just getting things done. Now Yamaha is beginning to help me out with parts and stuff like that.

**Did Yamaha express any interest in you at all during the off-season?**

No. I was pretty much buying all my parts - with a discount.

**How would you compare your bike to the factory bikes?**

I think in both the suspension and motor departments, I'm behind. It's pretty hard for a privateer to get a bike that's competitive with the factory bikes. Pro Circuit has been doing my engine and suspension, and it's been working good. But there's still a lot of things a works bike has (such as) reinforced frames, different linkages, all that stuff (a privateer) can't get to make the bike better. The suspension is the biggest thing, because the better your bike handles the faster you can go over the bumps.

**What are some of the major differences between being a factory rider and being a privateer?**

One of the main things is the travel. Being a factory rider you don't have to worry about the bike or anything; all you have to do is worry about riding during the week and showing up at the races. Now I have to worry about booking my own hotels and flights; how the bike's going to get ready for each race - everything. It's a big shock - being a factory racer for so long and then going back to having to do it on your own.

**Is competing on the National circuit as a privateer harder or easier than you thought it would be?**

I knew what it was going to be like - because I've done it before - so I knew what I was getting into. It's a lot of work, but I had to make a decision. I knew if I was going to do it, I'd have to give it 100%. There's no "I'll do it, oh, maybe I won't." You have to make a decision and do it.

**Do you think you can get another factory ride?**

I don't see why I can't. I've had some good races. And by being on the equipment I'm on, I've shown everyone that I am serious, that I do want to race, and I'll do whatever it takes. I've beaten a lot of factory riders and everyone knows I'm not on as good equipment as everybody else. It should open some eyes, and hopefully I'll get on a factory team again.

**Do you have your eye on any particular team? Would you like to go back to Kawasaki, where it pretty much all started for you?**

I'd like to ride for Yamaha, actually. I like the way Keith McCarty runs the team, and I'd like to have him as my boss.

**Now that you're a privateer, how are you working things out on the road?**

Right now, Ron and I are flying back and forth from the races every weekend. Jeromy Buehl has been taking our bikes from race to race. We fly in, rent a van, hook up with Jeromy, get the bike, go to the stadium, race, give the bike back to Jeromy, turn in the van and come back home. Last week Ron carried the engine back home on the airplane so he could work on it during the week.

**So when does Heben normally work on your bike?**

We usually get in (to the race site) on Thursday night, then he works on it on Friday. He has to get up early Friday morning, so we can ride the bike at 2:30 for press day. Then he works on the bike some more on Saturday morning, then we get ready for the race.

**How do feel about your recent success on the track?**

I feel really good. Ron's making the bike work as good as possible and that's all a rider can ask for. Each rider has his own wants out of a motorcycle; sometimes on the factory team, you'd think we'd get what we want, because we're paid to win races. But it's not always like that. With Ron and me, he's doing everything to make the motorcycle the way I want it. No one else rides it and no else has anything to say about it.

**How's your financial situation? Since you're no longer a factory rider, you no longer have a salary or a steady income.**

Financially, I'm fine right now. Money is not a major factor for me. The major factor for me is wanting to race again and wanting to be backed by a factory. It's just not worth doing it for a couple of years like I'm doing it now.

**If you don't land a factory ride, say, by the end of the season, then what?**

Then I'd quit. That would be it.

**What will you do after you retire?**

You know, I really don't have anything planned. Everything and every day is devoted strictly to racing. I haven't really given a thought about if I don't get a factory ride and quit. All I'm thinking about is racing and trying to win races, and getting a factory ride back.

**Will you ride all the outdoor Nationals after the supercross series is over?**

I'm pretty much planning on riding the whole National series, at least right now. If I go the whole year? I don't know. I guess if nothing has happened by the middle of the year, I'll pretty much know whether or not I'll continue. We'll see.

**Has any team expressed any interest in you yet?**

Not really, no. People keep telling me how surprised they are (by) how well I'm doing; no one else has been able to do what I've done on a production bike. Everyone keeps saying it's great, but no one has handed me a contract yet.

**What kind of support have you been receiving from your fans?**

Overall it's been a really good experience for me, and the spectators have been great; everyone's behind me, and that's one of the big reasons I enjoy racing so much - just meeting all the people all over the country. It's been really good as far as all the support from everyone goes. The true fans of supercross and motocross have been coming up and saying it's really great that I'm doing it on my own; they know how hard it is.

**What is your ultimate goal?**

To have fun. That's the main reason to do this another year. It isn't the money. I enjoy and have fun riding motorcycles. If it wasn't fun, I *definitely* wouldn't be doing this like I'm doing it now. I love the sport. I've been having a lot of fun this year, doing pretty well. I'd like to pick up a ride. As far as a championship (is concerned), the supercross championship really means a lot to me and I'm shooting for that this year. I was working out in my weight room yesterday - I've got my two 125cc supercross number-one plates on the wall - and I was thinking that a 250cc number-one plate would go nicely next to the two 125cc plates. Supercross means a lot more to me than the Nationals. I'll be kicking myself in the ass 10 years down the line if I don't have one (250cc number-one plate), but at least I know I tried. If it doesn't work out, it doesn't work out. CN

Matiasevich and friends hang out in the pits outside the Georgia Dome prior to the start of the Camel Supercross Series round in Atlanta.

# Who is Troy Corser?

By Ken Wootton

What's happening to World Championship road racing? Americans have dominated the upper echelons of both 500cc Grand Prix and World Superbike racing in recent times, winning 11 of the 12 World Championships in the past six years. The only hiccup in the chain was Raymond Roche's World Superbike crown for Ducati in 1990. Yet for 1994 we find a 22-year-old Aussie snaring what many feel is the number-one superbike ride in AMA road racing. Troy Corser, the 1993 Australian Superbike Champion, will ride for the team that guided Doug Polen to two World Superbike Championships in 1991 and '92, and the '93 AMA Superbike National Championship - Fast by Ferracci Ducati.

Corser isn't the only Australian who will be racing in the AMA series in 1994, as Kevin Magee will join him on the superbike grid aboard the Smokin' Joe's Racing RC45.

While Magee's name is already a familiar one, Corser is the new star who has suddenly shot to prominence. "Who's Corser?" the international pundits are asking.

If they'd been watching a then-18-year-old back in 1990 aboard his Suzuki RGV250 production bike, they could have saved themselves from asking the question. It was obvious even then that this kid had oodles of natural ability. If it could be harnessed and directed, then there was a star in the making.

Corser won a national star search in Australia as a 17-year-old, getting a sponsored ride in Australia's premier novice race - the Stars of Tomorrow at Phillip Island.

Initially, the prize was a ride aboard a loaned 1988 Yamaha TZ250U which was pretty good tackle for a young novice. But then Honda Australia also joined in and offered an HRC-kitted RC30. As the judging panel's number-one selection (two riders were chosen), Corser had the first choice. As a measure of his maturity, after much discussion with his parents and other seasoned experts, the teenager chose the donated TZ250 rather than the high-profile and very tempting Honda superbike.

"I'll learn more by riding the TZ," Corser said at the time. "Whereas if I choose the RC30, people will expect me to win. This whole experience is a learning experience, so I need to make the best of the opportunity.

Learning has been something Corser has valued highly throughout his short four-and-a-half year road racing career. He sees the move to the AMA series and the ride on the Fast By Ferracci Ducati as the next step to his final goal - the 500cc Grand Prix class.

"The only way to improve is to race against the best. You don't improve if you only race on one or two circuits all the time."

They're Corser's words, but it's not something he said recently - he said that back in 1990 when he traipsed around the country with his father Steve and mother Carol, following the inaugural National 250cc Production Series.

Steve prepared his son's race bikes and took on the role of mechanic at each race, while Carol was kept busy preparing resumes, packing gear, cleaning visors, and so on. It was a professional approach from a low-budget family team.

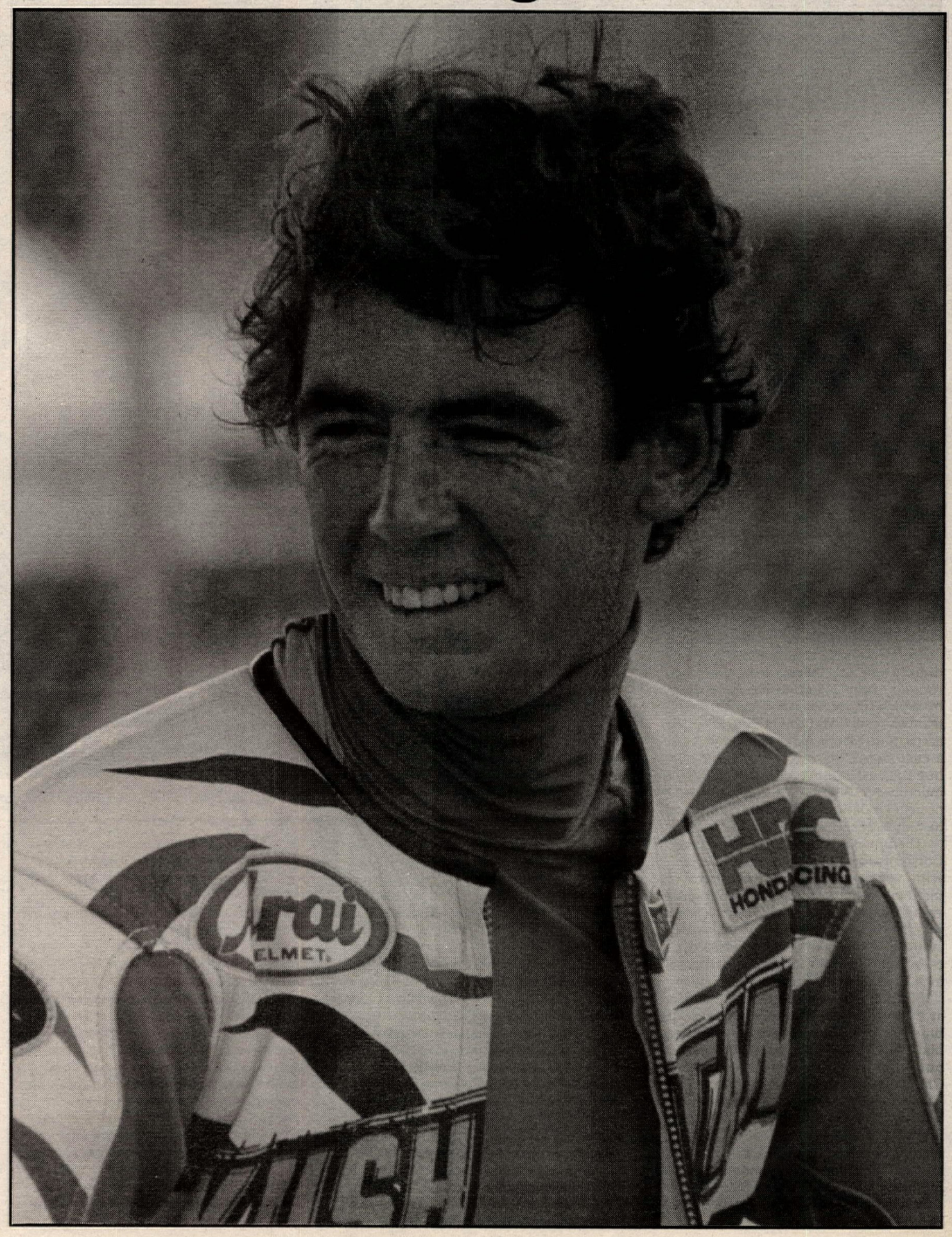
Corser is quick to acknowledge his three apprenticeship years of national-level road racing, before it all came together in 1993.

"Each year I learned something which has helped me with my racing," Corser said. "250cc Production racing really taught me how to race - it was close and hard racing. The next year on the 250cc GP bike taught me a lot about carburetion and engine set-up, while 1992 on the OW01 Superbike taught me a lot about handling, suspension and bike set-up. I'm always learning."

It all came together for Corser in 1993 when he and the Winfield Honda RC30 became a lethal combination - if not in a straight line, then certainly under braking and around the corners on some of Australia's bumpier race tracks.

But when Corser won the fiercely competitive Australian Superbike Championship after beating his teammate from the '92 season, Scott Doohan, there were many willing to cry foul.

"The bike's a cheater," they said. "No



RC30 can be that fast," they cried. "How come RC30s don't win anywhere else in the world?" they complained.

If those doing the whining had bothered to look at the track record of the 22-year-old, then they probably wouldn't have been asking questions. Corser has been winning motorcycle races from the very first time he sat on a two-wheeler.

And if they bothered to look at Corser's performances on the well-prepped Honda RC30 throughout the '93 season, then they soon should have realized there was a lot more to Corser's race-winning rides than simply a six-year-old motorcycle with a factory HRC engine.

In fact, that factory-supplied engine didn't come together until the final two rounds of the 11-round championship, by which time Corser and his close-knit team were sick and tired of the cheating accusations. Until then he'd been using a customer HRC race-kit in the RC30, but the full factory support added a much needed 6-8 mph to the top-speed of his Honda - and it was an advantage he didn't let slip.

The protests continued and even now Corser's title has yet to be confirmed, with an appeal pending the results of the final round back in October at Eastern Creek. First it was the chassis, then it was the capacity, the angle of the V-four cylinders, the crankcase material, the carburetor size, the cylinder head castings, the fuel used, and so on...

Since that final championship round at Eastern Creek, though, Corser's lap time has been put in perspective. Sure his 1:34.67 lap record was impressive, but when reigning World Superbike Champion Scott Russell ventured to Australia with his Muzzy Kawasaki for testing, he reeled off a 1:33.89 in his very first visit to the Sydney circuit - .78-of-a-second better than what Corser could muster on his home track with his exotic full-house HRC engine.

It was disappointing for the Winfield Honda team when they lost Corser to the Ferracci team - but as Corser explains, he didn't have much choice.

"It all started to happen around September when I was first asked to test the Ducati," Corser said. "Honda had invited me to race at Sugo on the RVF, so I couldn't make it then. I spoke to Clyde (Wolfenden - Corser's crew chief) and let him know what was happening, but HRC never really gave me an answer on its plans for 1994. I asked about the possibility of doing the Suzuka 8-Hour and the 200 km races, but HRC still didn't offer anything. The Ferracci thing was a good chance to get over to the States and learn, and when I learned that Honda had tried to get Daryl (Beattie), there really wasn't any other option for me. The Cagiva deal is a good opportunity. I get to race at Daytona, and then do the first World Superbike round at Donington and see what happens from there. If I go okay, I may get to do the full World Superbike season."

Of course the big carrot for Corser is the possibility of a test on one of the Cagiva 500cc GP bikes at season's end...

If that happens, it will be a dream come true for the 22-year-old - something that seemed unimaginable seven years ago when Corser watched his first road race.

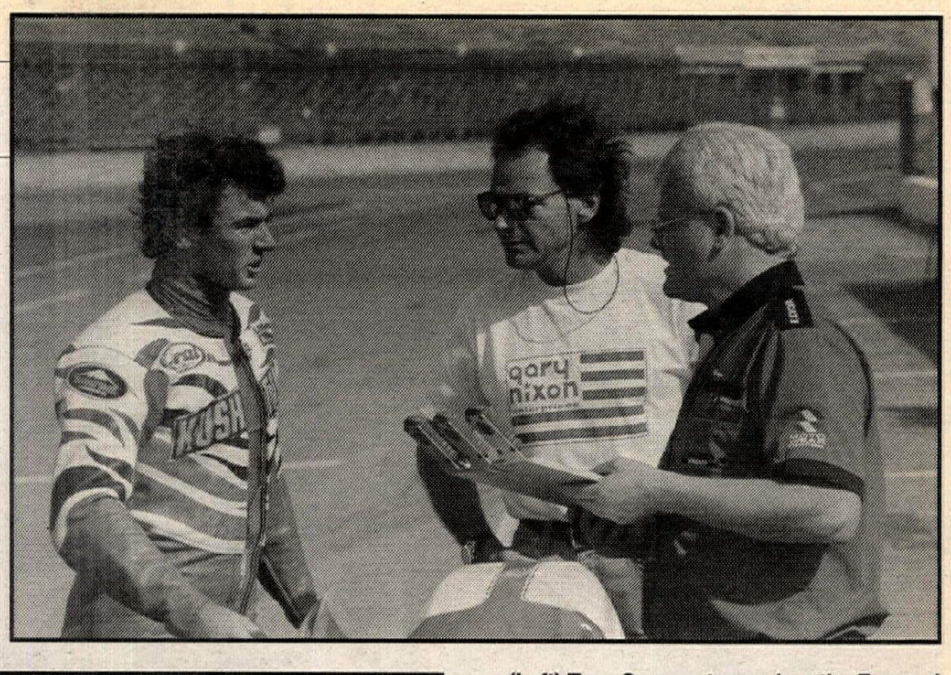
"I was 15 years old, but I can still remember it vividly," Corser said. "I was at Oran Park and it was guys like Wally Campbell, Mick Doohan and Peter Goddard. The speed and the excitement of that race was what struck me, and I was only watching from the fence - let alone being out there on a bike and doing it. After that race was the first time I seriously thought about having a go at it. I was talking to a few people and Wayne (Gardner) said that you want at least 12 months of dirt track under your belt if you've got any idea of going road racing."

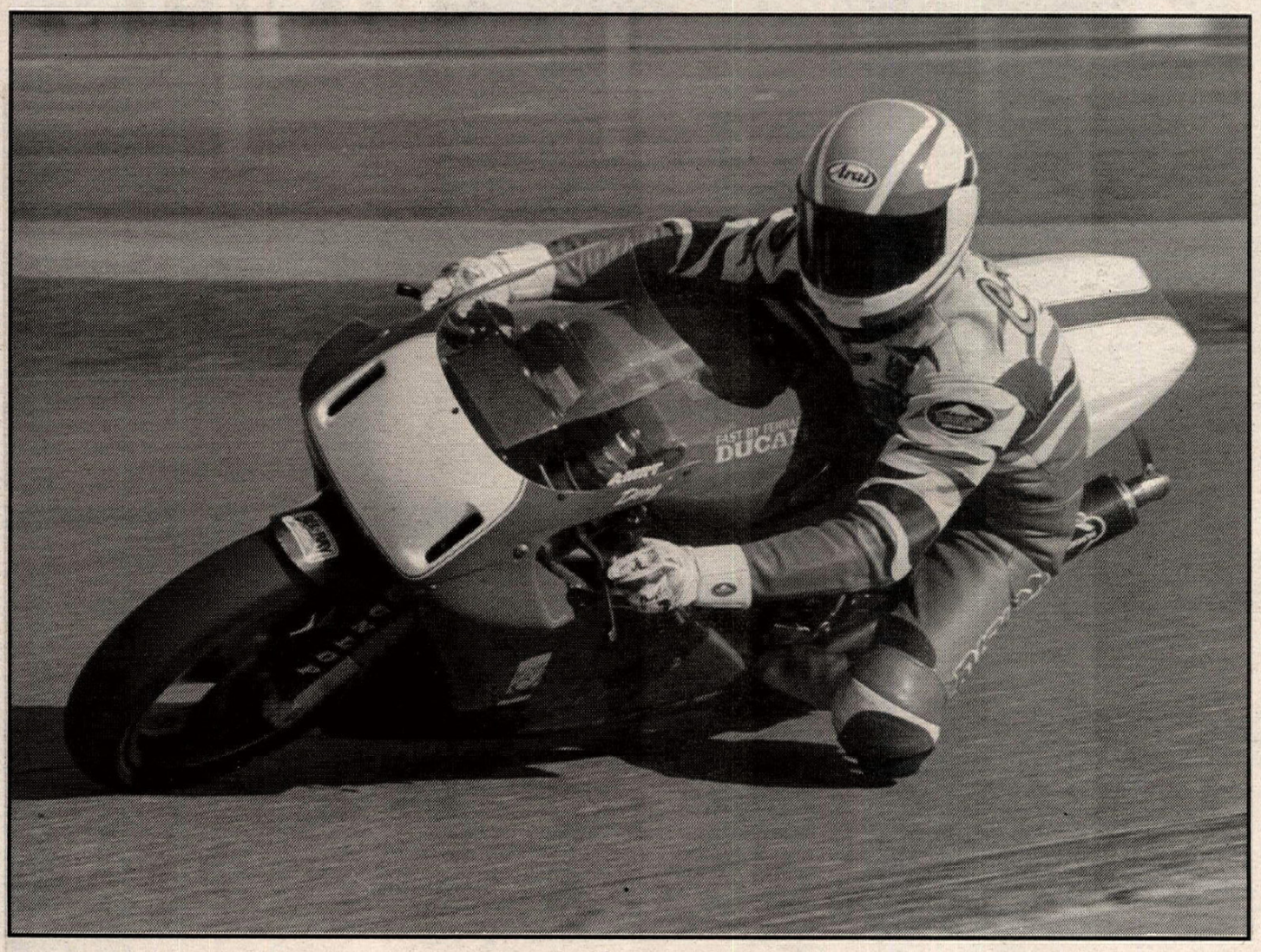
Corser was in. He was already one of the country's top junior dirt trackers and had therefore unknowingly honed the skills he would take onto the road race circuit. His first road race was on his Honda CR125 motocrosser in mid 1989, but he soon graduated to a Suzuki RGV250K and into the hot-bed of Australian racing - the 250cc Production class.

In his first full season of road racing, he won the National 250cc Production Series in 1990 and caught the notice of the high-profile Peter Jackson Yamaha team - he was signed to ride a TZ250B in the 1991 Australian 250cc Championship. The 19-year -old received a $16,000 sign-on fee - becoming the first non-Superbike rider in the country to get contract money, making his self-funding privateer competitors a little envious.

He finished the season in sixth place, finishing second three times in the 12-race series. Corser doesn't agree that the $16,000 pay packet was a "bad move" for a still raw 19-year-old, or that it may have taken away some of his focus and discipline.

"At the time I was trying to finish my air-conditioning apprenticeship and race bikes, and it was hard to do both at the same time," Corser explains. "I gave up my job to concentrate on the racing, and I wouldn't have been able to do that otherwise."





**(Left) Troy Corser at speed on the Ferracci Ducati. (Above) Barry Sheene (center) accompanied Corser to the Daytona test session where they met Eraldo Ferracci.**

For 1992, Corser was moved up to the superbike class by the Peter Jackson hierarchy as Scott Doohan's teammate, although his sign-on fee was dropped to $12,000.

He finished his debut superbike season in fourth place behind Mat Mladin, Roy Leslie and Doohan. It was a pretty gritty result for Corser, who more often than not had to battle a cantankerous OW01 which would wiggle and wobble around corners. As he's said though, it was another step in the learning process.

The highlight of his season was when he became the first rider to beat Mladin in the 13-race series, his win coming at Perth's Wanneroo Raceway.

Corser admits that he had a little more focus and determination in 1993.

"When I first started racing it was just like going out for a ride," he said. "It's sort of still the same, but at the end of 1992 it pissed me off when Yamaha didn't re-sign me. They were stuffing me around big and wouldn't answer my phone calls.

"I thought I'd been riding better and better, and I was really looking forward to the new Yamaha for 1993. Things did seem to come a little easier in the last 12 months. I didn't have a bad meeting all year, other than my making mistakes at Phillip Island's 2 plus 4. I was aware of all that eligibility shit during the season, but I didn't want to know about it. I tried not to worry about it, and left it to Clyde. I told him if it's illegal then change it. When Clyde said there was nothing wrong with the bike, I just said, 'Let's stick it up 'em'."

And stick it up 'em he certainly did - so much so that he's landed one of the top superbike rides in the world.

"I don't think I've made any main decisions along the way which have affected things. I've just taken the opportunities as they came along."

This latest opportunity has been helped by a friendship Corser has developed with Barry Sheene - television commentator, two-time World Champion, and friend of the Castiglioni brothers, the owners of Cagiva.

"Barry contacted me about halfway through the year and offered his help if I needed it - or any advice," Corser explains. "He's been really good and has given me advice on contracts and so on. He came with me when I first tested with Ferracci, so I guess it's another one of those opportunities."

On March 13, Corser takes the next step in his climb up the road racing ladder when he lines up on the Fast By Ferracci Ducati in the Daytona 200. The way things are going, there's a good chance that Corser won't have to pick up that unfinished air-conditioning apprenticeship. CN

# Esquirol wins for France

By Geoff Meyer

LIMOGES, FRANCE, FEB. 26

Cyril Esquirol enters the 1994 racing year with a major price on his head, as he rode to an impressive victory at the season-opening, 3rd Annual Gilles Lalay Classic. Aboard a 250cc Husqvarna, Esquirol became the first Frenchman ever to win the Classic, wresting the trophy from Swede Svenerik Jonsson, who had won the first two events. Esquirol, 24, will now be the target for the rest of the competition to beat.

The Gilles Lalay Classic is not a part of any series, and uses a format that is unique from any other event. Considered by many to be the toughest race in the world, it consists of two portions: a morning section and an evening section. The morning section follows a typical European enduro format (the same as American "qualifiers," or reliability enduros - special tests are run but no timekeeping is required). The top 40 international riders from that portion are advanced to the evening section, while the others must go home. The evening section features a mass start, and a "scratch" format; the first one across the finish line is the winner.

"That was absolutely the toughest race I've ever ridden," said Cycle World magazine editor Jimmy Lewis, who rode the event for the first time this year. "I used to think I'd ridden difficult trails, but I'm ruined now; everything I ride will be easy compared to that."

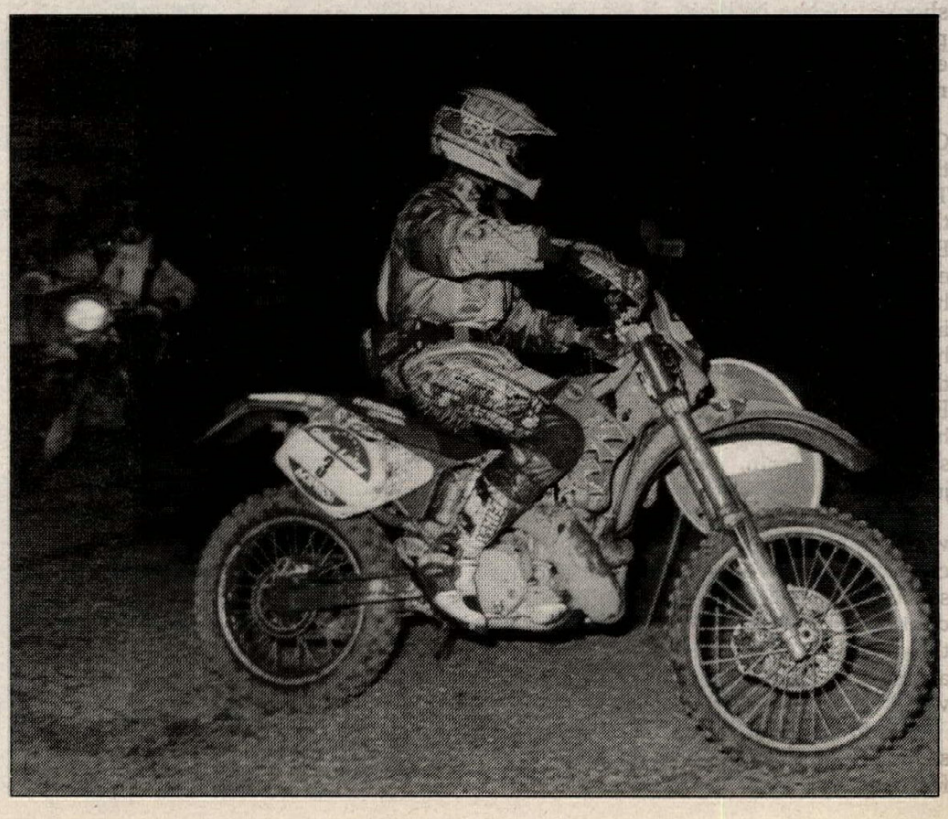
To earn the win, Esquirol battled Husky Sweden's Jonsson and England's Paul Edmondson throughout the day, only taking the lead after the two World Champions had major problems with two hours remaining. And if riders the caliber of Jonsson and Edmondson had difficulty, imagine the work the rest of the 238 entrants had cut out for them. In fact, only nine riders even finished the competition. Jonsson finished second, some 10 minutes back from the winner, while Nevada Rally winner Alain Olivier picked up a third-place finish for France. The Kawasaki pilot was 24 minutes in arrears of the Husky-mounted Jonsson.

The Classic got off to an early start, as riders left the town of Limoges at 6:30 a.m. Edmondson experienced difficulties right away; his light needed some minor adjusting just 50 feet from the starting area. One hour after leaving into the darkness, the riders appeared at the first checkpoint, held on a small road at Le Chatenet en Dognon. The biggest problem here turned out to be the spectators, as thousands turned out, causing some confusion as riders attempted to make their repairs. Tools and parts were kicked around, and Edmondson's temperamental headlight was nearly smashed by a Frenchman's size 12 boot.

Esquirol looked in good form as he eased out of the check, oblivious to the huge crowd's applause. Italian KTM rider Giovanni Sala, the overall winner at the Australian ISDE in 1992, and French Husaberg pilot Laurent Pidoux were both in strong positions as the riders left for the first special test, a terrain test at Les Bilanges. Pidoux was riding great, putting up a time of five minutes, 30 seconds - two seconds faster than that of former Paris-Dakar and multi-time ISDE winner Stephane Peterhansel. Peterhansel, another Frenchman, looked brilliant in the test, leading most observers to assume he had won it. Five seconds slower, Sala finished the test third ahead of Frenchmen Laurent Charbonnel and Thierry Charbonnier. Jonsson was sixth with Edmondson ninth, and Lewis a respectable 20th.

The riders had another one-hour ride through the French countryside before arriving at the second checkpoint. This check went much better, as spectators had positioned themselves along the course, leaving the riders room to do their repairs. Two hours had passed since the last special test, yet, as the muddy competitors arrived at La Perriere, the same riders kept up the fast pace. Peterhansel scored the fastest time on the grass track, four seconds better than Karlsson. Pidoux

**(Left) Cyril Esquirol scored a come-from-behind victory at the Classic, marking the first time that a Frenchman had won the prestigious event. (Below) Paul Edmondson and his crew check things over at a checkpoint. Mounted on a Spanish-built Gas-Gas 125, the Brit led briefly before finishing fifth. (Bottom) Laurent Charbonnel (3) and Svenerik Jonsson (1) approach a checkpoint. Much of the race was run in the dark.**



made third-quickest time, followed by Sala, Charbonnel, Charbonnier and Esquirol. The Dutch duo of Henk Knuiman and Gerard Jimmink, who had both been impressive at their home Six Days last October, were having trouble with the unfamiliar conditions; they languished 23rd and 25th, respectively. Lewis slipped back to 43rd. With the test complete, Jonsson still led overall.

Soon after the second test came another grass track, with Charbonnel posting a blazingly fast time, six seconds ahead of Pidoux. Further back were Olivier, Esquirol, Peterhansel, Sala, Anders Eriksson and Edmondson. Overall leader Jonsson was in big trouble - he had fallen and had trouble restarting his bike. He finished 67th, one minute and 13 seconds behind Charbonnel.

As the riders left the St. Junien La Bregere test and headed for the hills of the Limousin region, Jonsson's lead was gone, as the consistent times of Pidoux had moved him into the overall lead. Jonsson's misfortune in the third test dropped him off the pace considerably, while Charbonnel, Edmondson and Peterhansel all kept near the front. Notable disappointments were Sala and Knuiman, both of whom had lost route points at the checks. Sala slipped to 19th and Knuiman to 28th.

Riding a Gas-Gas 125, Edmondson was slightly slower than the bigger bikes in the special tests, but he was still competitive. The gallant Englishman was also a favorite with the French crowd, who still recall his show of emotion at the 1988 French ISDE. There, Edmondson's bike had expired, ending his ride in full view of the crowd. Edmondson had wept uncontrollably, permanently endearing him to the French fans.

Esquirol was holding a top-five position after posting eighth-, seventh-, and fourth-place times in the first three specials. The young Frenchman made up his mind in 1993 that he wanted to be World Enduro Champion, after finishing second to Sala in the 500cc class. Most experts believe he will win the '94 title.

As the riders made their way towards the halfway mark, the morning's final special test awaited them. The grass track was situated in the hills above Peyrat Le Chateau, former home to Gilles Lalay. A huge crowd turned out, many of the spectators former friends of Lalay.

"He was not only a legend in France, he was a friend to everyone in the village," recalled a local fan. "We were all shocked (when he died). It was front-page news all over France. He had won everything - Paris-Dakar, ISDE; you name it, he won it."

The final test of the morning gave Charbonnel the lead after the first half of the day; he again posted the top time. This time Karlsson was second-fastest, third was Pidoux, and then came Esquirol, Peterhansel, Edmondson, Olivier, Sala and Jonsson. The early leaders had a two-and-a-half hour rest, while international riders outside the top 40 had to pack their bags and go home. As the riders entered the parc ferme, it was Edmondson who looked the least harmed by the tough start. "We have to start all over again," he said. "This was just the beginning, wasn't it?"

Defending champ Jonsson was a wreck, and was even heard telling his crew he wasn't ready for the afternoon session. The French riders were all confident of big things on the course late in the day, with Olivier saying, "We have an understanding of this area; if I don't win, it will be (another) Frenchman."

Esquirol was also quietly confident, saying, "I am just watching everyone; I feel okay."

As the riders left the Peyrat Le Chateau, they were immediately greeted by a motocross course. Starting at the top of a slight valley, the riders, followed closely by the spectators, descended on the base of the valley. Jonsson had recovered from the earlier tests and led the riders again, this time up the huge hill less than a mile away from the parc ferme. Off into the distance, the field headed through a forest, and this is where Edmondson came into his own. The Gas-Gas rider was making some amazing passing moves on his rivals, and after an hour he was in the lead and moving away. Esquirol was making ground on Jonsson, while Olivier held fourth. Sala was not making any real threat to the lead riders, and the Italian had no chance of victory at this point.

Events continued to go Edmondson's way as, at a creek crossing, his main rivals - Jonsson and Esquirol - both fell. Neither was hurt, but time was lost as first Jonsson and then Esquirol tried to correct their crashed machines. Edmondson's lead had increased when all of a sudden he found himself submerged in a huge mud pit.

"I was helpless," he said later. "It was thick and it took me ages to get out. By the time I did, they were gone."

In the meantime, Esquirol had moved right up on Jonsson, with the enthusiastic French crowd completely lining the course and cheering him on. With an hour remaining, and the darkness preventing the riders from making any wild charges, Esquirol moved past an increasingly ragged Jonsson. When the change in leaders was announced over the finish-line loudspeakers, the crowd went into a frenzy, and horns bellowed into the darkness; a Frenchman was leading the Gilles Lalay Classic.

With 10 p.m. approaching rapidly, only nine riders were still on the course. Esquirol had pulled five minutes on Jonsson, while Olivier held off Edmondson and Charbonnel. Only a hill and huge crowd stood between Esquirol and victory. The ascent was extremely technical, and to keep things interesting, it was littered with thousands of spectators. Esquirol appeared out of the darkness, and the crowd erupted into applause. The fans refused to move out of his way, and Esquirol charged directly through the crazy spectators with his throttle wide open.

The Frenchman was an emotional wreck at the finish line. "I was destroyed, but my calculations were perfect. Near the end, I needed more energy. From somewhere, I found it."

Jonsson finished second some 10 minutes back, while Olivier was third.

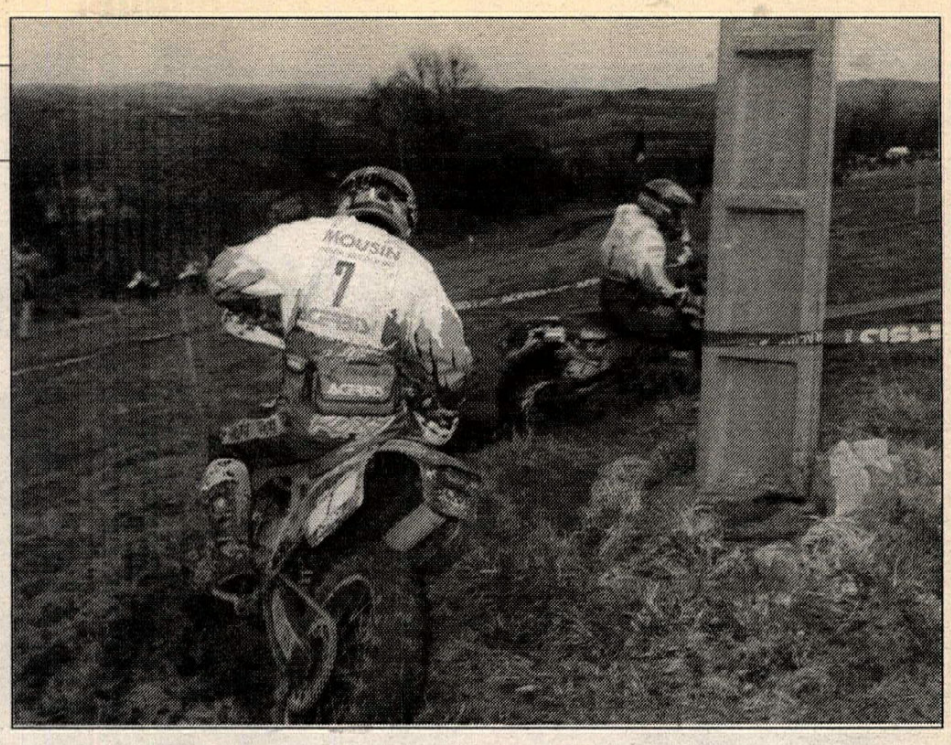
"The Frenchmen are getting better all the time," said Jonsson, who had doubts about regaining his prize. "This will be difficult to win again."

Olivier was thankful just to finish, saying, "I am not on top at the moment, (but) I have to be happy."

After Olivier came Charbonnel, whose impressive morning run had gone for naught. He was followed across the finish line by Edmondson. Pidoux finished sixth after his front light was smashed, leaving him riding in the pitch dark for some time. Only three other riders finished the day: Charbonnier, Christian Boulet and Alain Costes, all Frenchmen. CN

**Gilles Lalay Classic**
**Limoges, France**
**Results: February 26, 1994**

**O/A:** 1. Cyril Esquirol (Hus) France; 2. Svenerik Jonsson (Hus) Sweden; 3. Alain Olivier (Kaw) France; 4. Laurent Charbonnel (Kaw) France; 5. Paul Edmondson (G-G) England; 6. Laurent Pidoux (Hbg); 7. Thierry Charbonnier (Hus) France; 8. Christian Boulet (Hus) France; 9. Alain Costes (Kaw) France.



**(Above) Alain Olivier (7) chases Stephane Peterhansel (5) through a grass-track turn. The morning section is run like a qualifier, while the evening portion is similar to a hare scrambles. (Below) European enduros aren't just for fun - they can also provide you with a bit of culture. Laurent Pidoux (10) rides through town.**

# But who was Gilles Lalay?

That's a question you'd better not utter too loudly around hard-core European enduro fans, especially if they happen to be French. While his name might not be a household word in the States, Gilles Lalay was one of the biggest off-road heroes in French history.

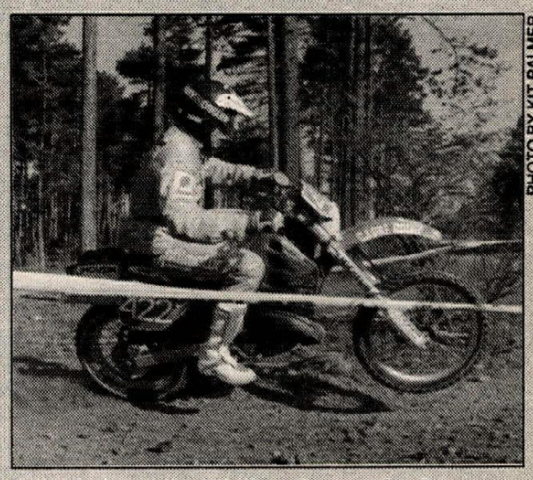


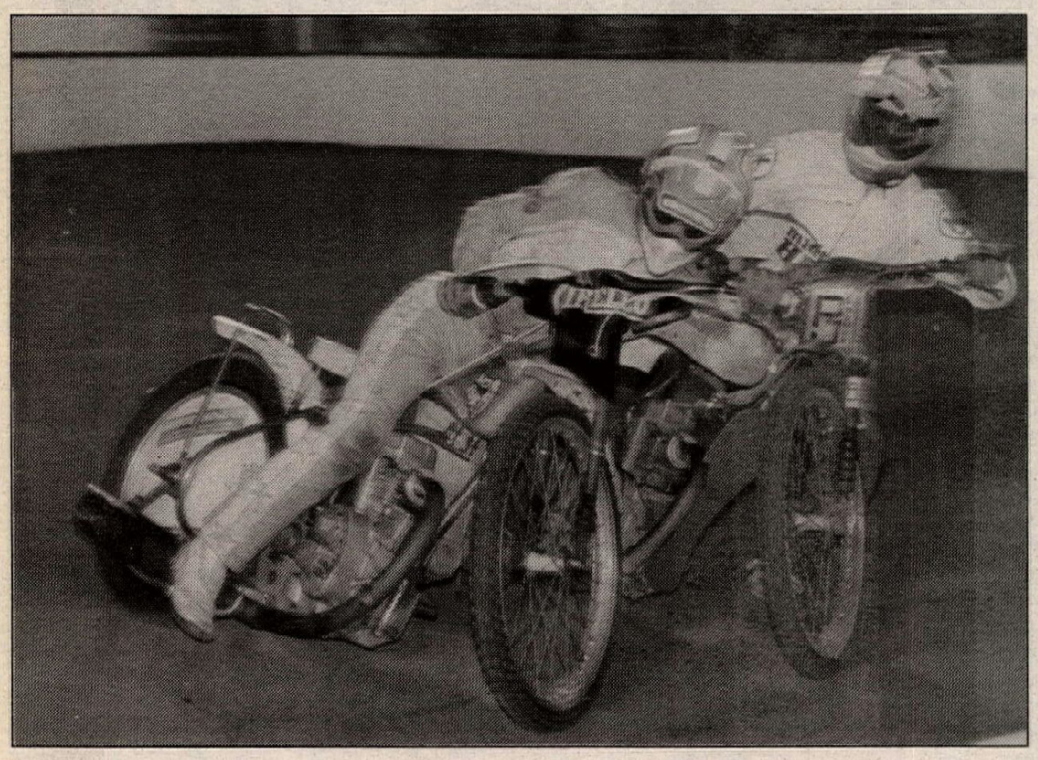
PHOTO BY KIT PALMER

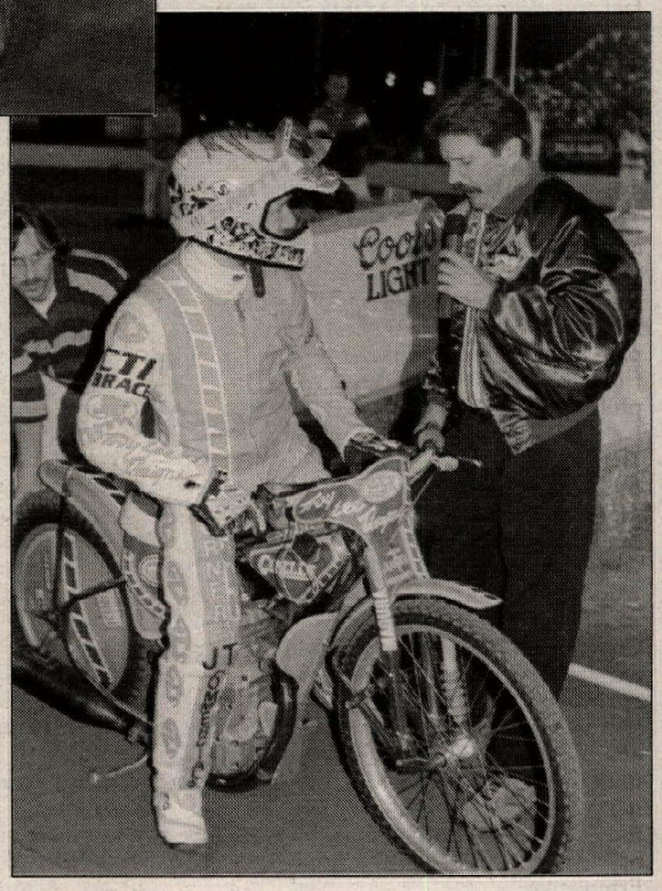
**Gilles Lalay at the '89 West German Six Days.**

During his career, Lalay won many prestigious off-road events. Included on his list of overall wins are the International Six Days Enduro and the Paris-Dakar Rally, the event that would eventually claim his life in 1992.

It was Lalay who first had the idea for the event which currently bears his name. He had begun preparations for it just before his departure for the famous rally in which he would die - his passing came only a month or so before the day his enduro was to be held. Lalay's friends finished the preparations for the event and named it the Gilles Lalay Classic. Today, it takes 600 people to put the Classic together, and all do it for the memory of the French hero - no money goes to the organization. This year marked the third running of the enduro, and each year has seen a considerable growth in prestige. Most enduro aficionados now agree that in terms of importance, the Gilles Lalay Classic is second only to the International Six-Days Enduro.

# Faria draws first blood





**(Above) Mike Faria (left) and Billy Hamill (right) finished 1-2 in the scratch main during the Coors Light Spring Classic. (Left) Lance King (right) and Gary Ackroyd (left) ran in close quarters during the handicap portion of the event. King went on to win the eight-man, eight-lap handicap main. (Right) Defending World and U.S. National Champion Sam Ermolenko was on hand to take part in a series of match races, which he won.**

**By Scott Rousseau**
**Photos by Bob Jones**

COSTA MESA, CA, MAR. 5

"**Flyin'**" Mike Faria had four months to mull over his disastrous performance at the 1993 U.S. National Speedway Championship - at one point he even considered retirement. But the former two-time National Champion decided to return to Costa Mesa Speedway and compete in the Coors Light Spring Classic. What a difference a year makes.

The Jersey's Sports Bar & Grill/Jack's Disposal/Kiss Racing/Class Racing/Bates Leathers/Kelly Inman/Shoei/Scott-backed Faria dominated the five-man scratch main, which included three overseas-based American riders.

"I feel like a million dollar guy right now," Faria said after the race. "I've been seeing a chiropractor in Apple Valley. He does a lot of sports guys, and he adjusted my back. I feel really good. Also, I got a brand new set of leathers so I had to break them in right."

The Spring Classic offered Costa Mesa promoter Harry Oxley the opportunity to vary the program format in order to try some new ideas to make the racing more exciting. The new format seeded the scratch heat winner directly to the main and did away with the scratch semis in favor of a last chance qualifier for all of the second-place heat finishers. The winner of the LCQ would join the four heat winners to make a five-man main.

Faria defeated Brent Werner, Brad Oxley and Don Odom in the first scratch heat to advance directly to the main.

"Who's gonna win? Flyin' Mike, who else?", said Faria. "I hope I draw the pole, because if I do - see ya."

Overseas-based Charles Ermolenko, the younger but equally talented brother of reigning World and U.S. National Champion "Sudden" Sam Ermolenko, grabbed the second-heat win over Greg Hancock, Josh Larsen and Andy Northrup.

Heat three belonged to Robert "The Gator" Pfetzing, and Billy "The Bullet" Hamill.

"I'm not really looking forward to this five-man scratch main," Pfetzing said. "I've talked to a lot of the other riders and they think it's a little too tight here for that. Whoever gets the best start is going to win it."

Hancock rebounded into the main through the LCQ by taking the win over King, Oxley and Schwartz.

"I haven't raced here in a couple of years; you come back here and you forget how small the tracks are," Hancock said. "But it's really competitive here. You go out and race the best in the world and you think, 'No problem, I should be able to beat anybody here (at Costa Mesa).' Then some guy you've never even heard of takes you downtown. But I've been making good starts, and I'm going to give it my best in the main."

In the scratch main Hancock got a good jump off gate two, but slid off the pole and right across three other riders, allowing his British League teammate Hamill to grab the lead off turn one. There was trouble in the next turn as Faria slid out and Charles Ermolenko was forced to lay it down to avoid hitting Faria. A restart was in order, and this time Faria would not be denied.

Hancock again made a great start, but Faria hounded the international star by pulling to the pole as Hancock headed to the oustide dirt. Pfetzing suffered a terrible start and was quickly down and out, on the back stretch. Faria and Hancock were dead even for a lap before Hancock faltered and lost ground to both Faria and Hamill. Hancock was left to battle with Charles Ermolenko for third place while Faria and Hamill

## Briefly...

Mike Faria showed up at Costa Mesa with a prototype leading-link fork. The **JSP leading-link** fork uses two coil-over shock absorbers with seven-way adjustable compression damping. The fork will be available soon for around $450.

Though he never competed on it, Faria also had one of his two machines equipped with a **22-inch rear tire**. The AMA rules now allow for the 22-inch rear tire. Last year, the tires were legal at Costa Mesa only for first-division riders on the back yardage, but were rarely seen. The 22-inch tire hasn't been used regularly since 1978.

**Robert Pfetzing** showed up in brand new leathers bearing the name of his new outside-industry sponsor, **Dianetics**. **Don Odom** has also re-signed with **Reebok**, a sponsorship that he carried in 1993.

Brad Oxley said that the World Champion Challenge may be introduced as a regular portion of Costa Mesa's weekly program. Oxley said that the initial plan is to run the **Coors Light Championship Challenge** for five weeks, and then have the five winners square race for an as-yet-undetermined bonus purse.

The overseas-based American riders will be heading back to Europe this week to prepare for the 1994 British League season, which begins in April, but one of them will be staying home. **Josh Larsen** will ride all four Southern California tracks while he is studying to become a fireman.

pulled away to decide the main on their own. Faria clung to the pole, forcing Hamill to look to the outside, but the dirt line was too far away to give Hamill a chance to make the pass. At the checkered flag, Faria snagged the first scratch main of 1994, followed by Hamill, Charles Ermolenko, Hancock and Pfetzing.

"My Weslake went south on me, so I had to go to my GM, the one that I had bad luck on at the National," Faria said. "But it came through the night. We're looking for a good season. It was a good way to start, and I want to finish it like that. It feels good to win again."

The eight-man eight-lap handicap main proved to be a tough one for Jason Chism, who grabbed the lead from his starting position on the 20-yard line and proceeded to lead the field for four very quick laps before slipping far enough off the groove in turn one to allow King by. Chism was on the outside of the train going down the back stretch, and tried to sneak back into line going into turn three, but Shawn McConnell was also aiming for the same point on the race track. The two riders made heavy contact and were slammed to the deck. Both riders were up, but Chism was clearly shaken and was through for the night.

King had the advantage as he was at the head of the single-file restart. When the tapes went up, it was simply a matter of staying out of trouble for the Silkolene/Gold's Gym/Sinisalo/CTi/Troy Lee/STP-backed King; he did so and collected his first win of the new year.

"With the track being so slick, I didn't really think I had much of a chance. My plan was to just get around the guys in front as fast as I could, but I was just pulling even," King said. "I thought that I would at least save second place, but then I got underneath him (Chism). On the restart, it was just up to me not to make any mistakes. It seems like any time these things (restarts) happen, they work against you. This one finally worked out for me."

Also on the program was a World Champion Challenge, in which five riders started scratch for a series of one-lap sprints with the last-place man being sent to the infield and the remaining riders continuing for another one-lap sprint until there were two riders left. The ultimate prize was the chance to match race the defending World and U. S. National Speedway Champion, "Sudden" Sam Ermolenko.

Faria and Oxley were the survivors of the Championship Challenge, earning the right to face Sam Ermolenko. Ermolenko came from behind to grab the first match, and Faria snagged the second. Oxley finished third in both matches and elected to bow out of the third match. In the third match, Ermolenko and Faria raced in a virtual deadlock, each taking a turn with the lead. Coming into turn four, Faria drifted a bit wide. That was all Ermolenko needed to nab the Championship Challenge victory. CN

**Coors Light Spring Classic**
**Costa Mesa, California**
**Results: March 5, 1994**

**SCRATCH:** 1. Mike Faria (GM); 2. Billy Hamill (Weslake); 3. Charles Ermolenko (PPT); 4. Greg Hancock (Wes); 5. Robert Pfetzing (Wes).

**HDCP:** 1. Lance King (Wes); 2. Shawn McConnell (GM); 3. Brent Werner (Jaw); 4. Bobby Schwartz (Wes); 5. Mike Faria (GM); 6. Jim Estes (Jaw); 7. Charlie Venegas (Jaw); 8. Jason Chism (Jaw).

**SUP:** 1. Rodney Sherman (Jaw); 2. Joe Erhardt (Jaw); 3. Brian Pappalardo (Wes); 4. Angela Hale (Gdn); 5. Tommy Hedden (Gdn); 6. Mark Hesse (Wes).

**SDCAR:** 1. John Matherson/Scott Cole (Yam); 2. Bill Matherson/Dale Leeder (Yam); 3. Gerrie Edwards/David Brown (BMW).

**WORLD CHAMPION CHALLENGE:** 1. Sam Ermolenko (GM); 2. Mike Faria (GM); 3. Brad Oxley (Wes).

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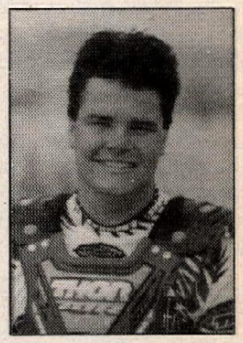
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## Rounds 5/6: Sunrise Valley Raceway

# Brandes racks 'em up

(Left) Michael Brandes gave his competition this view during both rounds as he swept the 125cc Pro class on his way to the Golden State Series Championship. (Below) Cory Keeney (377), Rick Ryan (43) and Spud Walters (1W) fought for control at the start of the second 125cc Pro moto.

**By Scott Hoffinan**

ADELANTO, CA, FEB. 26-27

Michael Brandes was unstoppable as he took his PVK/FMF/Answer/Motul-backed Kawasaki 125 to four consecutive moto victories in the Pro class during the final rounds of CMC's 18th running of the FMF Golden State Nationals hosted by Sunrise Valley Raceway.

About 500 riders showed up each day to see who would be crowned the 1994 champ. Brandes had little trouble taking home titles in both the 125cc and 250cc Pro classes after series rival Terry Parsons injured his knee on Saturday. On top of the series titles, Brandes, Rick Ryan and Travis Preston won seats in an F-16 fighter jet for a day.

In the youngster classes, Jimmy Nelson, Kyle Harris and Brian McGavran took home new motorcycles.

On Saturday, Brandes rode like a madman to capture back-to-back moto wins in the 125cc Pro class; but not before battling with the likes of Team Splitfire/Hot Wheels riders Pedro Gonzales and James Dobb.

As the gate dropped for Sunday's first moto, Brandes roosted his Varner-built KX into the lead followed closely by Gonzales, Rusty Holland and Joel Albrecht. Before the racers could find a groove, Brandes and Gonzales engaged in a duel that would last until the final lap. Oblivious to the battle ahead, Holland rode his own race in third as Dobb, NCY's Don Upton and Mike Chamberlain had it out for fourth through sixth.

Up front, Brandes and Gonzales were stuck to each other like glue, but neither could shake the other loose. Lap after lap the two riders swapped the lead as they railed the fast sand track. "Good track - I really liked it," Gonzales said.

At the halfway point, Gonzales pulled into the lead and it looked like the end for Brandes, but he held his ground and kept the Splitfire/Hot Wheels rider within striking distance. With one lap to go, Brandes was determined to take the win and shot into the lead for the final time.

When the checkered flag flew, Brandes led the field followed by Gonzales, Holland, Dobb and Upton.

"It makes me feel good when I beat the factory guys since I am only a privateer," Brandes said.

In the second moto it was FMF-backed potato man Spud Walters leading the massive field as Brandes, Rick Ryan and Cory Keeney trailed. Walters held the lead during the opening lap, but on the second lap Brandes roosted to the front. Back in the pack, Gonzales, Dobb and Chamberlain were banging their way to the front. Up front, Brandes was on the gas and moving away fast. Walters, on the other hand, started to falter.

"I'm coming off a wrist injury and I'm not 100% yet," Walters said.

Walters, Ryan and Keeney slipped backward as Dobb, Gonzales and Chamberlain moved into the second through fourth spots. With three laps remaining, Dobb had no chance in matching the pace of Brandes.

When it was all over, Brandes captured the moto win, the overall and the series title.

"I felt good; I was on the gas," Brandes said. "Everything just seemed to click."

Another close title chase occurred in the 80cc Beginner class as John Meusling and George LaMonte battled until the end. On Saturday, Meusling took the win as LaMonte lost valuable points with a 1-4 finish. Brian Hulsey led the field of screaming minis during the first lap until Scott Howe dropped him back one spot. Meusling and Frankie Navarro were quickly working their way up to challenge for the lead when they flew past Hulsey for second and third spots. Meusling made a double pass on the second lap to take over the top spot as Howe held on for second.

The top spots were up for grabs, and before Meusling could enjoy his lead, Navarro pulled a slingshot move that put him into the lead. Howe fell back to fourth when LaMonte moved into second. On the last lap, Navarro held a good lead, but right before the finish Meusling repassed LaMonte for second.

In the second moto it was another knock-down drag-out fight as Meusling, LaMonte, Howe and Navarro fought until the end. Howe led the race until the second lap when Meusling took over. Howe, Navarro and LaMonte all took turns in the runner-up spot as they diced for position. When the riders crossed the line it was Meusling with the win and the title, while LaMonte, Howe and Navarro followed.

Action continued in the beginner ranks, as the 125cc class was just as exciting. In moto one, Ulysses Pollard took the lead until a bobble allowed Roger Fonseca to take it away. On lap two, Pollard would fall to third as Mike Cinqmars moved into second. Back in the field, Adam Pierce worked his way up from a poor start. With one lap remaining, Fonseca trash-canned his chances for the win by crashing. Cinqmars gladly took the win with Pollard and Pierce following.

In moto two, Pierce pulled the holeshot with Pollard and Cinqmars hot on his tail. Pollard went down on the first lap, giving Cinqmars and Mark Workentine the runner-up and third spots. Cinqmars and Workentine were breathing down Pollard's neck for the entire race. Cinqmars turned out to be the spoiler as he moved past for the win on the straightaway during the last lap. CN

**Sunrise Valley Raceway**
**Adelanto, California**
**Results: February 26-27 (Rounds 5/6 of 6)**

**P/W BEG:** 1. Cory Burns (Yam); 2. Nick Moore (Itj); 3. Ricky Hemme (Yam); 4. Jonathan Withrow (Yam); 5. Mitch Lowler (Yam).

**P/W JR:** 1. Chris Nihan (Yam); 2. Kyle Partridge (Yam); 3. Sean Collier (Yam); 4. Ricky West (Yam); 5. Bonnie Gamble (Yam).

**P/W MOD:** 1. Kyle Harris (Yam); 2. Chris Nihan (Yam); 3. Anthony Houser; 4. Chris Blose (Yam); 5. Jesse Bowler (Yam).

**60 (0-8):** 1. Jimmy Nelson (Kaw); 2. Scott Howe (Kaw); 3. Brandon Layton (Kaw); 4. Cale Wallace (Kaw); 5. Daryl Ecklund (Kaw).

**60 (9-11):** 1. Daniel Blair (Kaw); 2. Ryan Morais (Kaw); 3. Dylan Lord (Kaw); 4. Chris Tocco; 5. Emitt Kling (Kaw).

**80 BEG:** 1. John Mevslins (Yam); 2. George LaMonte (Suz); 3. Frankie Navarro (Suz); 4. Scott Howe (Suz); 5. Jerred Larson (Kaw).

**80 (7-1 1):** 1. Brian McGavran (Yam); 2. Bobby Bonds (Kaw); 3. Sean Hamblin (Yam); 4. Daniel Blair (Suz); 5. Bryan Jaramillo (Kaw).

**80 (12-16):** 1. Josh Tarantino (Yam); 2. Andy Harrington (Kaw); 3. Jiri Dostal (Suz); 4. Lanny Turner (Suz); 5. Danny Smith (Suz).

**125 BEG D-1:** 1. Nick Norton (Suz); 2. Jeremy Langham (Yam); 3. Ejay Buoncore (Suz); 4. Jason Dubin (Suz); 5. Lyndon Couch (Yam).

**125 BEG D-2:** 1. Mike Cinqmars (Hon); 2. Ulysses Pollard (Yam); 3. Adam Pierce (Kaw); 4. Jason Smith (Suz); 5. Mike Finch (Hon).

**125 JR:** 1. Shawn O'Brien (Suz); 2. Jimmy Deever (Hon); 3. Terrance Malan (Suz); 4. Cliff Cook (Yam); 5. Ken Reed (Kaw).

**125 INT:** 1. Travis Preston (Yam); 2. Shawn Perolio (Kaw); 3. Jason Partridge (Kaw); 4. Jeff Willoh (Kaw); 5. Justin Tiearney (Hon).

**125 PRO:** 1. Michael Brandes (Kaw); 2. Ricky Ryan (Yam); 3. Joel Albrecht (Yam); 4. Craig Decker (Hon); 5. Cory Keeney (Kaw).

**250 BEG:** 1. Tom Butler (Yam); 2. John Morgan (Hon); 3. Wayne Zahrt (Yam); 4. Cory Hudson (Suz); 5. Chris Smith (Hon).

**250 NOV:** 1. Travis Louther (Yam); 2. Cliff Cook (Yam); 3. Jimmie Deever (Hon); 4. Shawn Fortier (Hon); 5. Shawn O'Brian (Suz).

**250 INT:** 1. Dustin Nelson (Kaw); 2. Travis Preston (Yam); 3. Ron Gilbert (Yam); 4. Jason Partridge (Kaw); 5. Justin Tiearney (Hon).

**250 PRO:** 1. Kim Ashkenazi (Yam); 2. Brian Manley (Yam); 3. Axel Holvoet (Yam); 4. Craig Decker (Hon); 5. Mike Fisher (Kaw).

**500 AM:** 1. Chris Murphy (Hon); 2. Alan Kadlec (Hon); 3. Dave Westfall (Hon); 4. John Munson (Kaw); 5. Pat Sullivan (Hon).

**500 PRO:** 1. Rusty Holland (Hon); 2. Rick Ryan (Hon); 3. Terry Fowler (Hon); Jon Nelson (Hon); 5. Trevor Meager (Hon).

**UTH AM:** 1. Merle Hammer (Yam); 2. Joe Lozano (Hon); 3. Perrin Perez (Hon); 4. Jerry Jackson (Suz); 5. Steve Lawler (Yam).

**UTH MSTR:** 1. Jeff Barbaboie (Yam); 2. Lance Johnson (Yam); 3. Mike Dunlap (Yam); 4. Ron Gilbert (Yam); 5. Mike Hooker (Kaw).

**VET BEG:** 1. Tim Dunn (Yam); 2. Mark Fields (Kaw); 3. Robert Seeds (Suz); 4. Duffy Giffin (Hon); 5. Michael Epstein (Yam).

**VET JR:** 1. Mark Davenport (Yam); 2. Dale Tittlemier (Kaw); 3. Tony Pullian (Yam); 4. Eric Anderson (Kaw); 5. Jerry Jackson (Suz).

**VET INT:** 1. David Lynch (Hon); 2. Ron Holster (Yam); 3. Darin Layton (Yam); 4. Steve Lawler (Yam); 5. Glen Weidman (Suz).

**VET MSTR:** 1. Kenny Zahrt (Yam); 2. Rod Richardson (Yam); 3. Ron Sharp (Suz); 4. Ken Neitzel (Kaw); 5. Mike Johnson (Suz).

**VET/25+ PRO:** 1. Brian Manley (Yam); 2. Rodney Smith (Suz); 3. Mike Fisher (Kaw); 4. Chris Young (Suz); 5. Tim Telford (Yam).

**OT AM:** 1. Bob Archer (Kaw); 2. Lee Johnson (Yam); 3. Bill Carr (Yam); 4. Ted Netti (Kaw); 5. Laymar Gattis (Hon).

**OT MSTR:** 1. Gary Jones (Yam); 2. Jaroslav Falta (Suz); 3. Craig Schultz (Kaw); 4. Jeff Harriott (Yam); 5. Jim Lamkin (Hon).

**Sunday**

**P/W BEG:** 1. Cory Burns (Yam); 2. Ricky Hemme (Yam); 3. Mitch Lawler (Yam); 4. Nick Moore (Itj); 5. Mark Atkins (Yam).

**P/W JR:** 1. Kyle Partridge (Yam); 2. Ricky West (Yam); 3. Ronnie Gamble (Yam); 4. Buck Gulley (Yam); 5. Sean Collier (Yam).

**P/W MOD:** 1. Chris Nihan (Yam); 2. Anthony Houser (Yam); 3. Ronnie Gamble (Yam); 4. Kyle Harris (Yam); 5. Chris Blose (Yam).

**60 (0-8):** 1. Brandon Layton (Kaw); 2. Jimmy Nelson (Kaw); 3. Scott Howe (Kaw); 4. Daryl Ecklund (Kaw); 5. Cale Wallace (Kaw).

**60 (9-1 1):** 1. Johathan Shimp (Kaw); 2. Christopher Jollo; 3. Michael Blose (Kaw); 4. Emitt Kling (Kaw); 5. Dylan Lord (Kaw).

**80 BEG:** 1. John Meusling (Yam); 2. George LaMonte (Suz); 3. Frankie Navarro (Suz); 4. Scott Howe (Suz); 5. Brian Hulsey (Kaw).

**80 (7-11):** 1. Bryan McGavran (Yam); 2. Sean Hamblin (Yam); 3. Bobby Bonds (Kaw); 4. Daniel Blair (Suz); 5. Bryan Jaramillo (Kaw).

**80 (12-16):** 1. Jiri Dostal (Suz); 2. Jimmy Varis (Suz); 3. Josh Tarantino (Yam); 4. Doug Parsons (Suz); 5. Andy Harrington (Kaw).

**125 BEG D-1:** 1. Kenny Terracciano (Hon); 2. Tim Elkins (Yam); 3. Jeremy Langham (Yam); 4. Ejay Buoncore (Suz); 5. Lyndor Couch (Yam).

**125 BEG D-2:** 1. Mike Cinqmars (Hon); 2. Adam Pierce (Kaw); 3. Butch Kingston (Suz); 4. Mark Workentire (Suz); 5. Jacob Wilcox (Hon).

**125 JR:** 1. Jimmy Deever (Hon); 2. Jason Woods (Suz); 3. Jeremy Albrecht (Yam); 4. Casey Lytle (Hon); 5. Philip Atondo (Hon).

**125 INT:** 1. Jeff Willoh (Kaw); 2. Travis Preston (Yam); 3. Dustin Nelson (Kaw); 4. Justin Tiearney (Hon); 5. Erick Vallejo (Kaw).

**250 PRO:** 1. Michael Brandes (Kaw); 2. Pedro Gonzales (Kaw); 3. James Dobb (Kaw): 4. Rusty Holland (Suz); 5. Mike Chamberlain (Kaw).

**250 BEG:** 1. Cory Hudson (Suz); 2. Wayne Zahrt (Yam); 3. Steve Ayler (Hon); 4. Mark Baumgardner (Kaw); 5. Darren Bivers (Yam).

**250 INT:** 1. Travis Preston (Yam); 2. Dustin Nelson (Kaw); 3. Justin Tiearney (Hon); 4, Cory Hart (Hon); 5. Ryan Leach (Suz).

**250 PRO:** 1. Don Upton (Yam); 2. Pedro Gonzales (Kaw); 3. Michael Brandes (Kaw); 4. Rusty Holland (Suz); 5. James Dobb (Kaw).

**500 AM:** 1. Chris Murphy (Hon); 2. Dave Westfall (Hon).

**500 PRO:** 1. Rick Ryan (Hon); 2. Terry Fowler (Hon); 3. Shawn Wynne (Hon); 4. John Nelson (Hon); 5. Rusty Holland (Hon).

**UTH AM:** 1. Joe Lozano (Hon); 2. Eddie Davis (Hon); 3. Steve Lawler (Yam); 4. Mark Nelson (Yam); 5. Scott Hoffman (Yam).

**UTH MSTR:** 1. Jeff Barbaboie (Yam); 2. Gary Sailors (Suz); 3. Lance Johnson (Yam); 4. Kenny Zahrt (Yam); 5. Travis Roberson (Hon).

**VET BEG:** 1. Robert Seeds (Suz); 2. Michael Epstein (Yam); 3. John Messer (Hon); 4. Duffy Griffin (Hon); 5. Marcus Myles (Kaw).

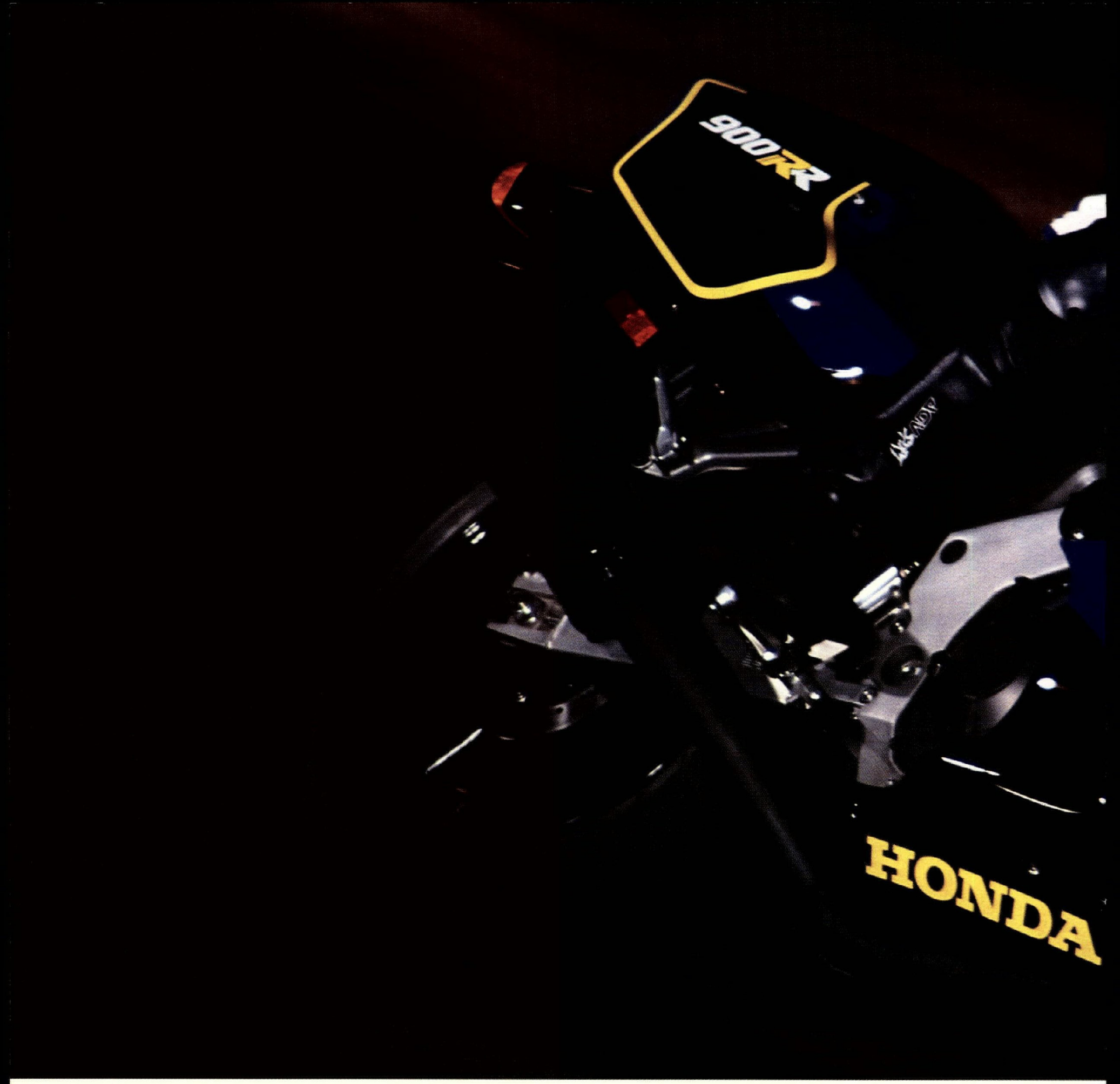
**VET JR:** 1. Jerry Jackson (Suz); 2. Dean Ostrander (Suz); 3. Mark Davenport (Yam); 4. Chris Craft (Suz). 5. Mike Carr (Hon).

**VET MSTR:** 1. Kenny Zahrt (Yam); 2. Michael Johnson (Suz); 3. Ken Neitzel (Kaw); 4. Ron Sharp (Suz); 5. Gary Doggett (Hon).

**VET/25+ PRO:** Brian Manley (Yam); 2. Tim Telford (Yam); 3. Kenny Clifton (Kaw); 4. Don Biscegin (Suz); 5. Rick Ryan (Hon).

**OT AM:** 1. Ted Netti (Kaw); 2. Lee Johnson (Yam); 3. Mark Cook (Yam); 4. Bill Carr (Yam); 5. Bob Acher (Kaw).

**OT MSTR:** 1. Jaroslav Falta (Suz); 2. Jeff Harriott (Yam); 3. Craig Schultz (Kaw); 4. Gary Doggett (Hon); 5. Jim Lankiw (Hon).

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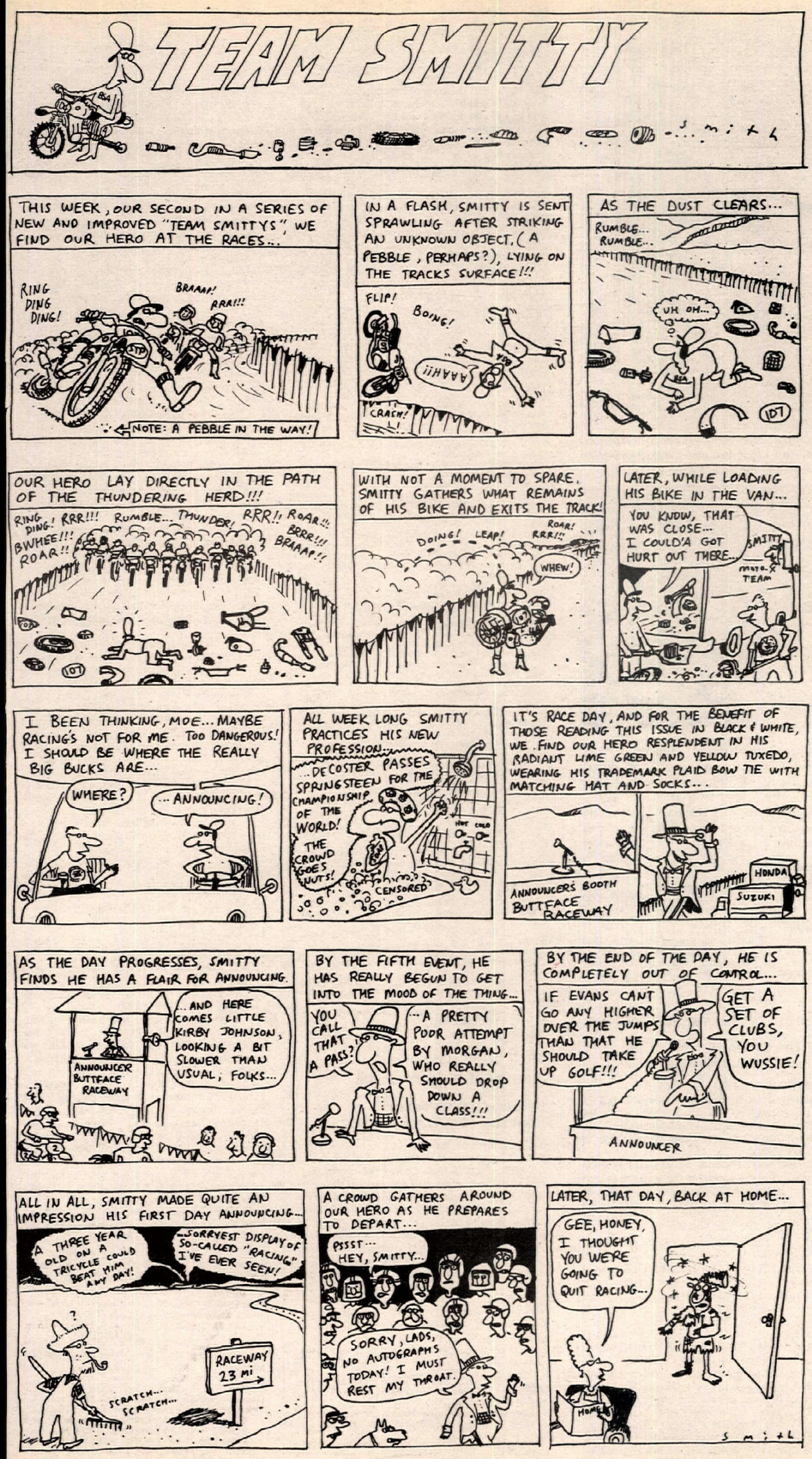



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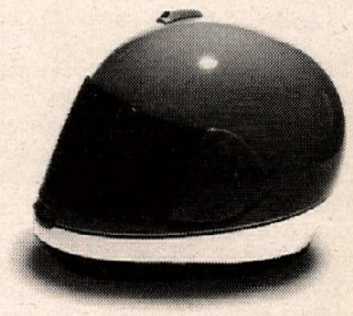

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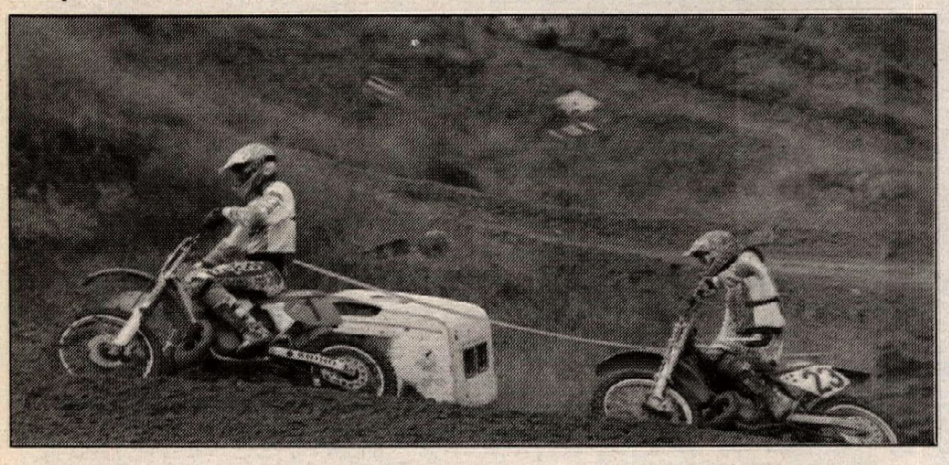
(Above) One hundred riders enjoyed the scenic Arizona mountains during the Wild West 200 dual sport event. (Below) Butch Smith (1) dominated the 250cc Pro class with a two-moto sweep in round four of the CMA/Bieffe USA California Winter Series at Sandhill Ranch.



World Ice Speedway Grand Prix: Rounds 5/6

# Balashov unstoppable in Kazakhstan

**By Ian Charles**

ALMA-ATA, KAZAKHSTAN, FEB. 19-20

Popular Russian ice racer Alexander Balashov stormed to the top score at Medeo Stadium during rounds five and six of the World Ice Speedway Grand Prix, gathering 40 points and extending his Grand Prix points lead in the current standings to 24 points.

Even Balashov's nearest competition in the championship chase, defending champion Vladimir Fadeev and Sweden's Stefan Svensson, can now only hope for a miracle. To have a chance of making up points on Balashov, they must be consistently better and have a tuner with the skills of Rolf Kolb, the owner of Balashov's Auto Kolb ice racing team.

At the Inzell rounds, Kolb was seen mothering Balashov's bikes after each of his protege's rides. This attention was worth it for Balashov's bike never missed a beat either day. Even when he was beaten at the start, he seemed to have power to spare as he effortlesly picked off the riders in front of him.

Many commentators simply put Balashov down as a pilot on a very fast machine - but Kazakhstan was a different proposition. Balashov's engine arrived at Alma-Ata without any work done on it whatsoever. Balashov fitted it to his bike and showed that he is still the most skillfull rider in the sport, finishing with an eight-point advantage over Fadeev and 10 points ahead of Svensson. There was little change in the top 10 with the exception of Germany's Michael Lang and Russia's Viatcheslav Nikulin swapping places in the overall standings. CN

**Results**

**O/A:** 1. Alexander Balashov (Rus) 40; 2. Vladimir Fadeev (Rus) 32; 3. Stefan Svensson (Swe) 30; 4. Per-Olaf Serenius (Swe); 5. Valeri Ivanov (Rus) 27.

**GRAND PRIX POINT STANDINGS (After 6 of 10 rounds):** 1. Alexander Balashov (115); 2. Stefan Svensson (91); 3. Vladimir Fadeev (87); 4. Per-Olaf Serenius (81); 5. Valeri Ivanov (79); 6. Viatcheslav Nikulin (72); 7. Michael Lang (65); 8. Antonin Klatovsky (49); 9. Jarmo Hirvasoya (39); 10. Vladimir Cheblakov (34).

# Smith sails to Sandhill MX win

**By Tim Quinn**
**Photo by Mark Hawkins**

BRENTWOOD, CA, FEB. 27

Butch Smith rode his Race Accessories/CPE/Noleen/Scott/Fox-sponsored Honda to victory at round four of the California Motocross Association's Bieffe USA California Winter Series at Sandhill Ranch.

Smith was victorious in both motos of the bonus Pro purse round of the series, but Josh Boykin pulled out in the lead when the gate dropped for the first moto. Boykin ripped up the Godzilla Uphill with John Stark in second and Smith third.

Boykin began to open up a gap on the rest of the field while Stark withstood the pressure of Smith and Tyler Hummel. As the pack headed toward the off-camber sections of the track, Hummel made a move on Smith to take the third spot. Smith then repassed Hummel, and both riders passed Stark. By the midway point it was Boykin, Smith, Hummel, Stark and Pat Gomm running in the top five. Smith began to close up the enormous lead Boykin had established, and as the moto was winding down closed in on Boykin's rear wheel. Smith then dove underneath Boykin in a corner for the lead and proceeded to motor on to the checkered flag uncontested. Boykin was second, Hummel third and Gomm and Stark rounded out the top five.

In moto two, Boykin once again grabbed the lead on the Godzilla Uphill. At the base of the hill, Boykin hit the berm of the connecting uphill turn and stood his Yamaha on its front wheel at full speed with the entire pack on his heels.

Hummel assumed the lead with Smith in second. Then Smith kicked out the stops and prepared to set up Hummel for the pass. Smith found the right moment and took the lead out of view on the top of the Godzilla Uphill. On lap four, Hummel went head over heels as his Kawasaki hit a rut in a high speed-section. He would recover but was no longer a factor.

Smith all but locked up the overall win with a tremendous lead on the field at the checkered flag. Though Gomm had closed in on Boykin by moto's end, he was unable to get around Boykin for second. Jon Nicolaus got around Steve Machado and held fourth position until the final few laps, but Machado kept up the pressure and eventually got back around Nicolaus to reclaim the position.

Smith took the overall win and the lion's share of the purse with Boykin second, Gomm third, Machado fourth and Stark fifth.

**Results**

50 BEG (0-8): 1. Adrien Figueroa (Yam); 2. Jeremy Fuller (Yam); 3. Stephan Metcalf (Yam); 4. Ryan Cowell (Yam); 5. Jared Morrison (Yam).

50 NOV (0-8): 1. Bobby Morello (Yam).

60 BEG (0-8): 1. Adrien Figueroa (Kaw); 2. Charlie Morrison (Kaw); 3. Bobby Morello (Kaw).

60 BEG (9-11): 1. James Wright (Kaw); 2. Logan Masterson (Kaw); 3. Jason Waite (Kaw).

60 NOV (0-8): 1. Nick Davis (Kaw).

60 NOV (9-11): 1. Christopher Loredo (Kaw).

80 BEG: 1. Lee McLaughlin (Yam); 2. Kurt Long (Hon); 3. Christopher Loredo (Suz); 4. Joe Archutowski (Hon); 5. Art Duarte (Suz).

80 B/W: 1. Chris Porter (Kaw); 2. Jerry Berkemeyer (Kaw); 3. Cory Bunse (Kaw).

80 NOV: 1. Michael Patterson (Kaw); 2. J.J. Cummings (Suz); 3. Auggie Rodriguez (Yam); 4. Kevin Gonzales (Kaw); 5. Mike Newnham (Hon).

80 INT: 1. Jess Medley (Hon).

125 BEG: 1. Nick Pappas (Kaw); 2. Thomas Teifel (Kaw); 3. Rick Rodriguez (Hon); 4. Howard Buhlert (Hon); 5. David Wallis (Hon).

125 NOV: 1. Ben Shank (Hon); 2. Hawk White (Hon); 3. Darin Polsley (Hon); 4. Eddie Benson (Hon); 5. Keith Verdin (Hon).

125 INT: 1. Rick Alves (Yam); 2. Jason Jenkins (Hon); 3. Craig Humphrey (Suz); 4. Justin Quinn (Hon); 5. Carl Baker (Kaw).

125 PRO: 1. Tyler Hummel (Kaw); 2. Mark Klauser (Kaw); 3. Jon Nicolaus (Hon); 4. Stan Finney (Kaw).

250 BEG: 1. Bill Burton (Yam); 2. Nick Pappas (Hon); 3. Tim Stroup (Suz); 4. Blaine Kissinger (Kaw); 5. Larry Smith (Yam).

250 NOV: 1. Matt Styles (Hon); 2. Mike McCloud (Kaw); 3. Joe Vella (Kaw); 4. Chris Platero (Suz); 5. Jeff Molina (Hon).

250 INT: 1. Rick Alves (Yam); 2. Jeff Woods (Kaw); 3. Carl Baker (Kaw); 4. Jerome Law (Yam); 5. Troy Burchby (Yam).

250 PRO: 1. Butch Smith (Hon); 2. Josh Boykin (Yam); 3. Pat Gomm (Yam); 4. Steve Machado (Hon); 5. John Stark (Hon).

500 BEG: 1. Gerhard Schreiber (Hus); 2. Ed Bettencourt (Hon); 3. Greg Lepesh (KTM); 4. Anthony DiBasilio (Hon).

500 NOV: 1. Bob Zades (Kaw).

500 INT: 1. Anthony Alves (Hon).

25+ BEG: 1. Don Hodgson (Hon); 2. Howard Buhlert (Hon); 3. Mike Taylor (Kaw); 4. Tony Langone (Hon); 5. Patrick Garcia (Kaw).

25+ NOV: 1. Kraig Walker (Kaw); 2. Ted Pippin (Kaw); 3. Bob Pimentel (Hon).

25+ INT: 1. Anthony Alves (Hon); 2. Geoffrey Woods (Kaw). 3. Marc Tucker (Suz); 4. Troy Burchby (Yam).

VET BEG: 1. Gerhard Schreiber (Hus); 2. Todd Thomas (Hon); 3. Scott Krunic (Hon); 4. Greg Abell (KTM); 5. Kenneth Porter (Kaw).

VET NOV: 1. Ron DiBasilio (Yam); 2. Michael Renner (Kaw); 3. Joe Madison (Hon); 4. Richard Fajardo (Yam); 5. John Traverso (Yam).

VET INT: 1. Greg Pennington (Kaw); 2. Richard Tiago (Hon); 3. Steve Matlock (Yam).

VET PRO: 1. Randy Chapman (Suz); 2. John Cook (Hon); 3. Troy DeHerrera (Yam); 4. Brad McLennan (Hon); 5. Irv Achziger (Kaw).

OT NOV: 1. Brian Merchant (Hon); 2. Mike Graziano (Hon); 3. Vance Buckreus (Suz); 4. Randal Autrand (Hus); 5. Russ Paden (Yam).

OT INT: 1. Glenn Pruitt (Hon); 2. Pat Graham (Hon).

OT EX: 1. Bill McClinton (ATK).

# Dual Sporters abound at Wild West 200

**By Anne Van Beveren**
**Photo by Tom Van Beveren**

BULLHEAD CITY, AZ, FEB. 19-20

With a route that spanned 200 miles in two days, the Wild West 200 didn't seem like the longest ride of the year when dual sporters left the start in Bullhead City, just across the Colorado River from the glitzy gambling town of Laughlin, Nevada.

But by the time they reached the finish, the 100 participants had taken a leap in time from the flashing lights of the 1994 casinos to the rusty picks and shovels of the gold mining days of 1906 and back again.

The highlight of the wild west scenic tour was historic Oatman, Arizona, which is located on Highway 66, 25 miles southwest of Kingman. Founded in 1906, Oatman flourished as a gold-mining center in the 1930s and produced more than $36 million in gold at 1930 prices.

The ride passed through Oatman halfway through Sunday's 60-mile ride and there were few dual sporters who didn't succumb to the rustic, yesteryear charm of the town, which is now home to 100 residents and almost as many wild burros, which wander the streets as if they own them.

The rest of the route, which was laid out by Jim Pilon of Tour 'N Trail, was just as interesting. Saturday's 130-mile trail included everything from the deep sand of a 10-mile wash and the perfect traction of damp desert trails, to a brisk 10-mile burst down the highway to the nearest gas station. The chill of the wintry air made the pavement unpopular with most of the riders, but spectacular vistas across Lake Mojave and impressive views of Arizona's craggy buttes more than made up for it.

At the end of day one, the biggest complaint was that the ride had been too short.

"It was a great ride, but we were back (at the hotel) by noon, so we decided that instead of sitting around and being bored, we would ride the second day's loop as well," said Mike Hampton, who sported a borrowed helmet because he'd left his own helmet at home, a five-hour's drive away in Southern California.

Ron Loomis was sporting a cracked rib at the end of his first day.

"I crashed right in the parking lot before it started," said Loomis, who fell while he was trying to pull-start his DR350S behind a friend's pick-up. "It's typical. It works well in Las Vegas but the minute I get it out of its home environment, it won't start."

Loomis rode all day wondering about his injuries.

"I know I cracked a rib—I've had enough of those to know what it feels like, but I thought I'd done something else because I had another pain as well. Then, after a 130-mile ride, I get back to the room and I find it was my turn signal that I'd stuck in my pocket after the crash," said Loomis, with a grin.

Day two's 60-mile trail began with an eye-opening bounce through the ups and downs of a very rocky road before it gave way to rolling desert trails and washes. Bright pink ribbon confirmed every major turn and gave an extra sense of security to first-time dual sporters like Mike Tucker.

"I've never seen that tape with all the stuff on it before (the roll chart) - I thought I had to tape it to my buddy's back, but you could follow the ribbon well enough to stay on the course without it. We only blew a few turns," said Tucker.

Alan "Wrongway" Cohn blew one very important turn. With color blindness making it impossible for him to distinguish the event's bright pink ribbon, the XR600 pilot followed orange ribbon from another event so far off track that he was unable to retrace his steps. Cohn made his way across country to the Colorado River using the tall smokestack on Laughlin's power station as a guide.

"Could you buy me some distress flares for my birthday?" asked Cohn, after he rejoined the rest of the dual sporters at the finish.

# Willoh whips 'em at Hanford Motocross

**By David Allen**

HANFORD, CA, FEB. 20

Team Green rider Jeff Willoh gave his father a very welcome birthday present in the form of back-to-back victories in the 125 and 250cc Intermediate classes during round four of the GFI North Winter MX Series at the Hanford Fairgrounds.

However, there was also action behind the leader as Nathan Woods got midpack starts in both motos and found himself locked in heated battles in his quest to get to the front of the pack. In both 125cc Intermediate motos, Woods fought his way through traffic to finish 2-2 for second overall. Behind him was a three-way battle between Chad Burleson, Travis Preston and Scott Davis. This trio would dice throughout both motos, constantly swapping positions, and providing the 200 spectators with some great motocross action. In the end it was Burleson, Preston, and Davis, respectively.

Willoh was at the gate again in the 250cc class and proceeded to get both holeshots and play hide-and-go-seek with the competition. Preston, second off the line, held the spot by keeping Chad Burleson at bay in both motos, and likewise relegating Burleson to third place. The battle for fourth and fifth place became the battle nobody wanted to win, as every rider who attained either position fell down or was passed by several other riders. In the end, Mick Elsbery's 4-6 was good enough for fourth overall and a 9-4 performance by Carl Baker gave him fifth overall.

**Results**

50 NOV: 1. Steven Hernandez (Yam).

50 P/W: 1. Nathan Brock (Yam); 2. Justin Roberts (Yam); 3. Brent Harmon (Yam); 4. Ryan Seville (Yam); 5. James Leon (Yam).

60 (0-8): 1. Steven Hernandez (Kaw); 2. Michael Brock (Yam); 3. Donovan Vieira (Hon); 4. Dustin Shipman (Kaw).

60 (9-11): 1. Tyson Davis (Kaw); 2. Jeremy Cruse (Kaw); 3. Brian Bursoll (Kaw); 4. Derrick McClintock (Kaw); 5. Andy Pierce (Kaw).

60 NOV: 1. Broc Owens (Kaw).

80 BEG: 1. Mike Northrup (Suz); 2. Clint Reif (Hon); 3. Kevin Bohner (Yam); 4. Kurt Long (Yam); 5. Dieter Timmerman (Suz).

80 NOV: 1. Justin Scullen (Kaw); 2. Auggie Rodriquez (Yam); 3. Bobby Bonds (Kaw); 4. Richard Sazama (Suz); 5. Chris Dias (Kaw).

80 INT: 1. Tyler Evans (Hon); 2. Jesse Ketchum (Suz); 3. Billy Payne (Kaw); 4. Brett Racine (Kaw); 5. Aaron Cheselske (Suz).

125 BEG: 1. Chad Cook (Yam); 2. Jason Ellis (Kaw); 3. Gary Ginther (Hon); 4. Adam Pierce (Kaw); 5. Paul Timmerman (Suz).

125 NOV: 1. Stan Lundquist (Hon); 2. Cliff Cook (Yam); 3. Hawk White (Hon); 4. Ben Shank (Hon); 5. Donovan Mitchell (Yam).

125 INT: 1. Jeff Willoh (Kaw); 2. Nathan Woods (Hon); 3. Chad Burleson (Hon); 4. Travis Preston (Yam); 5. Scott Davis (Kaw).

125 PRO: 1. Rick Ryan (Yam); 2. Cory Keeney (Kaw); 3. Michael Brandes (Kaw); 4. Craig Canoy (Suz); 5. Trever Meagher (Kaw).

250 BEG: 1. Wayne Zhart (Yam); 2. Zane Reif (Hon); 3. Chad Cook (Yam); 4. Tim Dunn (Yam); 5. Craig Bryson (Yam).

250 NOV: 1. Cliff Cook (Yam); 2. Sam Killion (Suz); 3. David Booth (Hori); 4. Josh Chisum (Kaw); 5. Ron Hein (Hon).

250 INT: 1. Jeff Willoh (Kaw); 2. Travis Preston (Kaw); 3. Chad Burleson (Hon); 4. Mick Elsberry (Kaw); 5. Carl Baker (Kaw).

250 PRO: 1. Rusty Holland (Suz); 2. Jeff Pestana (Kaw); 3. Michael Brandes (Kaw); 4. Rick Ryan (Yam); 5. Ray Crumb (Yam).

OPEN BEG: 1. Gary Wilson (Hon); 2. Ken Johnson (Hon); 3. Randy Griffin (Hon).

OPEN PRO: 1. Rusty Holland (Hon); 2. Rick Ryan (Hon); 3. Jon Nelson (Hon); 4. Terry Fowler (Hon); 5. Trever Meagher (Hon).

25+ AM: 1. Mark Nelson (Yam); 2. Geoff Wood (Suz); 3. Steve Allen (Hon); 4. Rich Tiago (Hon); 5. Ron Hein (Hon).

25+ MSTR: 1. Mick Elsberry (Kaw); 2. Kenny Zahrt (Yam); 3. Mike Hooker (Kaw); 4. Darren Elliott (Hon); 5. Rod Richardson (Yam).

30+ AM: 1. Manny DelCampo (Kaw); 2. Tim Dunn (Yam); 3. Alex Chellew (Yam); 4. Jeff Marquez (Suz); 5. Brian Odell (Yam).

30+ MSTR: 1. Kenny Zahrt (Yam); 2. Rod Richarson (Yam); 3. Randy Medley (Kaw); 4. David Montgomery (Yam); 5. Gregg Dungan (Hon);

30+ PRO: 1, Jon Nelson (Hon); 2. Jim Holley (Yam); 3. Don Clark (Yam); 4. Mark Lange (Yam).

35+ AM: 1. Allan Decker (Kaw); 2. Jeff Gruber (Yam); 3. Brian Odell (Yam); 4. Brad Sloan (Hon); 5. Ed Pagoda (Hon).

35+ MSTR: 1. Gary Doggett (Hon).

## McCorkel rails Echeconnee MX

**By Toni Antoni**

MACON, GA, FEB. 20

Christopher McCorkel scored 1-1 moto finishes to become the top man in the hard-fought Junior Cycle class at the Echeconnee MX facility.

McCorkel took the first-moto win over a hard-charging Matt Beatty.

In moto two, the Barr's Competition-backed Zach Rutledge nailed the holeshot with Beatty and McCorkel in tow. McCorkel made short work of Beatty and set out after Rutledge. As the two riders approached the whoop section they came together, with Rutledge going down. McCorkel raced to the win over Beatty, with Rutledge coming back to finish fourth.

Team Suzuki's Scott Pinson, in only his second start since suffering a badly broken leg at the Loretta Lynn MX Championship, looked like his old self as he dominated the Youth class and powered to a second overall in the 125cc B class.

Jeff Giese nailed the holeshot in moto one of the 125cc B class with Chad Anderson in tow. Pinson started about mid-pack but was on the move, picking off one rider each lap. Giese led from flag to flag, with Honda-mounted Buz Dyer overtaking Anderson for second and Pinson taking fourth.

Moto two was a different story as Pinson put his Pro Circuit-backed Suzuki out front early and was never challenged. Dyer followed Pinson home to take second in the moto, and the overall win. First-moto winner Giese was a no-show with bike trouble.

Aaron Lindsey proved to be a dominant rider, leading every lap of the Junior and Senior Mini classes.

**Results**

50: 1. Andrew Matuzak (Yam); 2. John Roberson (Yam); 3. Buck Hartzog (Yam); 4. Gilliam Cheatam (Yam); 5. Matt Ragsdale (Yam).

JR CYCLE: 1. Chris McCorkel (Kaw); 2. Matt Beatty (Kaw); 3. Zach Rutledge (Kaw); 4. Andrew Matuzak (Kaw); 5. Michael Sizemore (Kaw).

JR MINI: 1. Aaron Lindsey (Kaw); 2. Chad Albritton (Hon); 3. Mark Taylor (Yam); 4. Richard Wallace (Yam); 5. Casey Bullington (Suz).

SR MINI: 1. Aaron Lindsey (Kaw); 2. Bubba Woodham (Suz); 3. Anthony Demico (Suz); 4. Richard Wallace (Yam); 5. Mike Crawford (Kaw).

YTH: 1. Scott Pinson (Suz); 2. Aaron Lindsey (Kaw); 3. David Lowery (Kaw); 4. Luke Montgomery (Hon); 5. Trey Powell (Suz).

125 C: 1. Chad Murphy (Suz); 2. Joey Roland (Hon); 3. Tony Bishop (Kaw); 4. Shaw Whitaker (Suz); 5. Chris Seward (Suz).

125 B: 1. Buzz Dyer (Hon); 2. Scott Pinson (Suz); 3. Chad Anderson (Kaw); 4. Jason Grier (Suz); 5. Mike D'Amico (Suz).

125 A: 1. Matt Shue (Hon); 2. Adam Humphrey (Suz); 3. Tommy Martin (Hon); 4. Shawn Sewell (Suz); 5. Dwayne Bone (Hon).

250 C: 1. Bobby Richards (Hon); 2. Tommy Veater (Kaw); 3. Todd Richie (Kaw); 4. Chris Seward (Suz); 5. Gary O'Briant (Hon).

250 B: 1. James Grier (Suz); 2. Jon Krieger (Yam); 3. David Jackson (Yam); 4. John Upton (Kaw); 5. Billy Eisenacher (Hon).

250 A: 1. Tommy Martin (Hon); 2. Dwayne Bone (Hon); 3. Ross Johnson (Hon); 4. Adam Humphrey (Suz); 5. Matt Shue (Hon).

25+: 1. Tommy Martin (Hon); 2. Glen Bates (Kaw); 3. Steve Sanders (Hon); 4. Bryan Adams (Kaw); 5. Mike Garrett (Kaw).

30+: 1. Ross Johnson (Hon); 2. Robert Dearn (Kaw); 3. Johnny Borders (Kaw); 4. Bryan Adams (Kaw); 5. Glen Bates (Kaw).

35+: 1. Johnny Borders (Kaw); 2. Kevin Brule (Hon); 3. Benny Durroughs (KTM); 4. Bobby Staggs (Yam); 5. Doug Lawson (Hon).

40+: 1. Warner Wilbourn (Kaw); 2. Randy Tillery (Kaw); 3. Kenny Hall (Hon); 4. Larry Hamrick (Hon); 5. Doug Lawson (Hon).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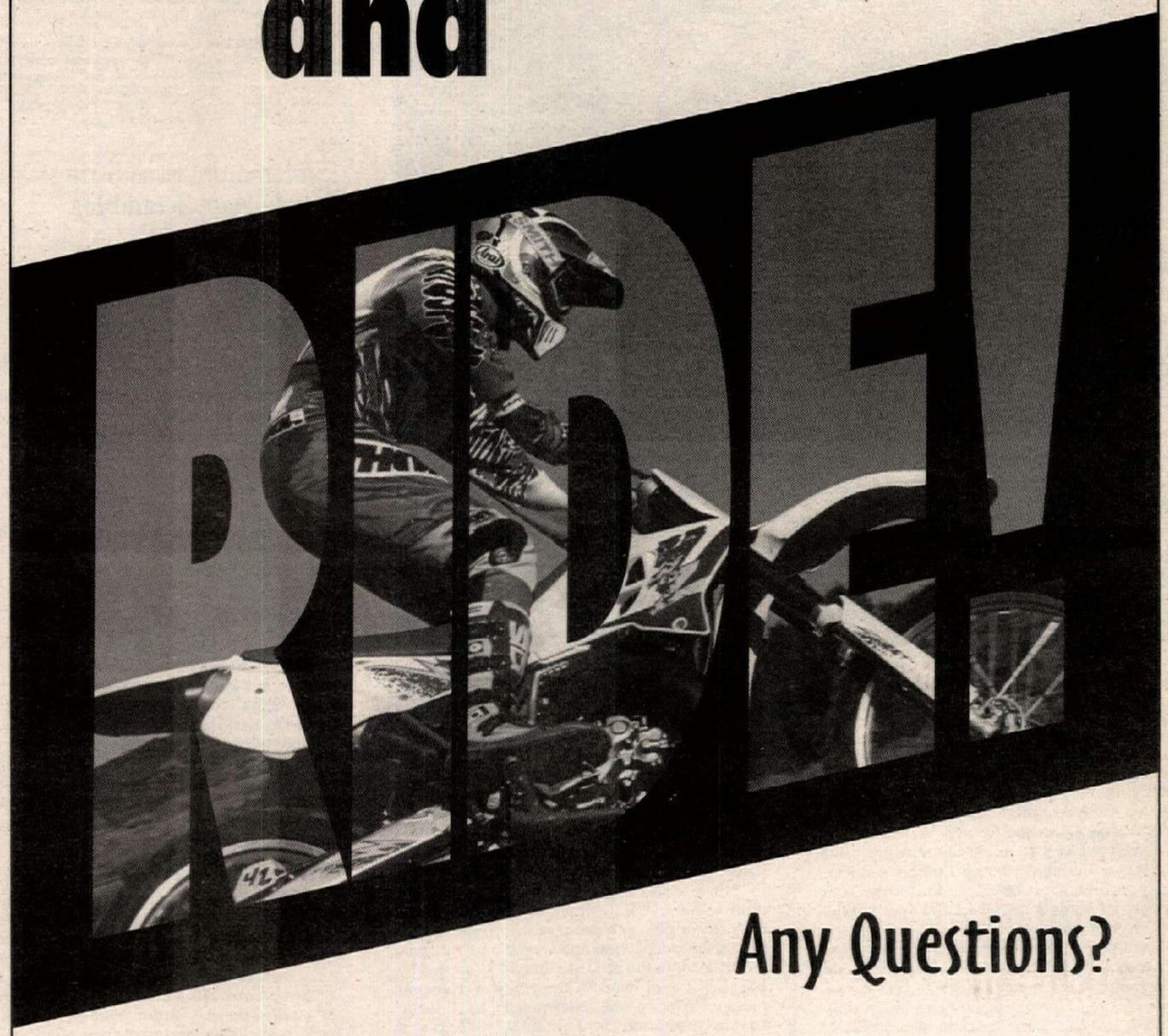

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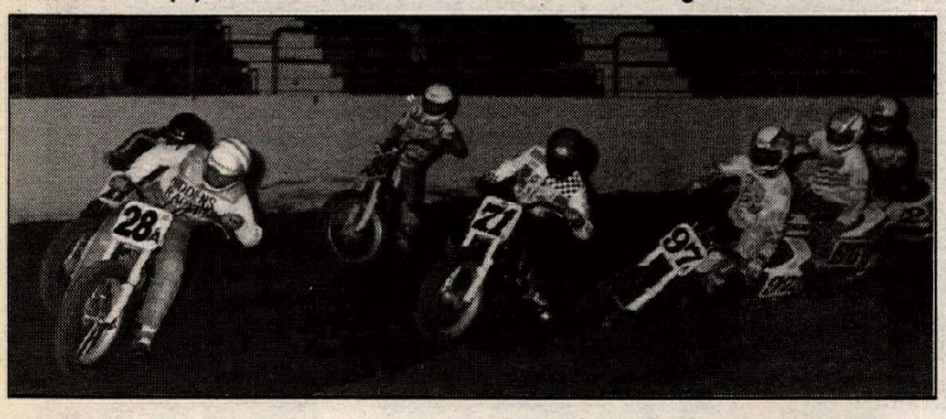
(Above) Josh Carter (16) raced to 1-1 moto scores for the overall victory in the 125cc Beginner class during the GFI Super Saturday MX at Perris Raceway. (Below) Georgie Price (71), Eddie Hidden (28A) and Robert Miller (86) finished 1-2-3 in the 600cc Pro class at the Harrisburg ST.



## Diem, Price double at Motorama Short Track

### By Len Breech

HARRISBURG, PA, FEB. 18

The two most dominant local riders in recent years, Warren Diem and Georgie Price, each left the Pennsylvania State Farm Show Arena after the Eastern Harley Davidson Dealers Association-sponsored short track portion of the 16th Annual Motorama Indoor Race and Speed Show with a pair of wins.

Diem picked up where he left off last year with wins in the 600cc A and Veteran finals on his Fisher's Cycle/Diem's Cycles/McGrane Racing-sponsored Honda, while Price again took the 600cc Pro and 250cc Pro class wins on his T-Shirts Etc./Maroney's H-D/Taylor White-sponsored machines.

Both of Diem's wins were very similar, with Tom Majeski a close second in both and Bob Sweeten taking third. Majeski was on Diem's tail in the late laps of the 600cc A main; Diem later said his machine had a slight miss and he was just holding on to the lead. Diem must have gotten it fixed, for in the Veteran class he again jumped into the lead with Majeski in tow while the remainder of the field was slowed by a downed rider in the fourth turn. Sweeten nudged his way by Rob Smith for fourth on lap four, then bulled his way by Mike Rabold for third on the eighth lap.

Eddie Hidden grabbed the lead at the official start of the 600cc Pro final with Georgie Price, Chuck Buchanan, Mike Varnes and Robert Miller in close pursuit. Price took his usual place in front as they entered the first turn on the next lap, with Miller taking third. The order stayed the same to the end, but with a lot of probing and bumping going on behind Price.

In the 250 Pro final, Price grabbed the lead from Buchanan, Jim Haas and Kevin Varnes, with the only change being Varnes taking third on the backstraight on lap three.

Todd Winsett took the 250cc A final, while James McGovern and Bill MacQueen took the 200 and 250cc B classes. Brian Phillips and Donnie Mullen handled the little guy classes with wins in the 55 and 85cc divisions, respectively.

#### Results

600 PRO-AM: 1. Georgie Price (Rtx); 2. Eddie Hidden (Rtx); 3. Robert Miller (Rtx); 4. Mike Varnes (Rtx); 5. Kevin Varnes (Rtx).

250 PRO-AM: 1. Georgie Price (Yam); 2. Chuck Buchanan (Yam); 3. Kevin Varnes (H-D); 4. Mike Varnes (Suz); 5. Ken Yoder (Yam).

600 A: 1. Warren Diem (Hon); 2. Tom Majeski (Rtx); 3. Bob Sweeten (Rtx); 4. Paul Lynch (Rtx); 5. Phil Libhart (Rtx).

VET: 1. Warren Diem (Hon); 2. Tom Majeski (Rtx); 3. Bob Sweeten (Rtx); 4. Lowell Wherley (Rtx); 5. Rob Smith (Kaw).

## McClintock motors to Perris Motocross victory

### By Tony Alessi

PERRIS, CA, FEB. 26

Derrick McClintock posted an impressive double-moto sweep of the 60cc Beginner class during the GFI Super Saturday MX held at Perris Raceway.

The first 60cc beginner race saw a moto-long duel between McClintock and Tyson Davis. Both riders put on a show as they pulled away from their competition and waged a private race for the lead. In the end, McClintock prevailed by keeping a cool head in the wake of constant pressure from a very determined Davis. Justin Lavoie finished in third while Nick Wells and Andrew Renshaw rounded out the top five.

Davis turned the tables in the second moto by pulling the holeshot and leading in the opening laps. McClintock once again kept his cool and followed closely in second place, waiting for a chance to pounce, which came with two laps left to go when Davis came into a tight switchback two gears too high. While Davis tried desparately to downshift into the correct gear, McClintock simply motored around the outside and into the lead. McClintock kept it together for the moto and overall win in front of Davis, Luis Jauregui, Chris Thorp and Nick Wells.

Steven Brewis got a long overdue win in the Pee Wee Stock Beginner class. Brewis holeshot the opening moto over three-year-old Cole Seely, Justin Sommers and Garrett Berry, wasting little time and quickly opening a four-second lead. Seely kept Brewis in sight to the finish where he crossed the line second behind moto-winner Brewis.

Seely pulled a suprise holeshot in the all-important second moto and led the first three laps of the race. Sommers and Berry collided and went down early in the race, and both riders would re-enter the race a lap down. As the race progressed, Seely began to feel the pressure from Brewis. As the two riders came into lapped traffic, Seely took the outside line and became trapped while Brewis dove under Seely and the lappers to take the lead. Brewis went on for the eventual win over Seely, Berry and Sommers.

#### Results

50 BEG: 1. Steven Brewis (Yam); 2. Cole Seely (Yam); 3. Garrett Berry (Yam); 4. Justin Sommers (Yam).

50 S/STK NOV: 1. Jeff Alessi (Yam); 2. Steven Jeffries (Yam).

50 MOD NOV: 1. Kyle Jeffries (Yam); 2. Steven Brewis (Yam).

60 BEG: 1. Derrick McClintock (Kaw); 2. Tyson Davis (Kaw); 3. Nicholas Wells (Kaw); 4. Luis Jauregui (Kaw); 5. Chris Thorp (Kaw).

60 NOV: 1. Jason Ciarletta; 2. Dusten Watson (Kaw); 3. Jesus Casillas (Kaw); 4. David Sullins (Kaw).

80 F/T: 1. Greg Flack (Kaw).

80 BEG: 1. John Sanders (Suz); 2. Scott Nelson (Suz); 3. Corey Willams (Yam); 5. Jesus Casillas (Yam); 5. Matt Carpenter (Kaw).

125 BEG: 1. Josh Carter (Yam); 2. Wes Carey (Yam); 3. Steve Cloonan (Hon); 4. Travis Ogburn (Kaw); 5. Aaron Bernard (Hon).

125 NOV: 1. Cindy Cole (Kaw); 2. Todd Gravitt (Kaw); 3. John Nelson (Yam); 4. Eddie Leguin (Kaw); 5. Cougan McGruder (Hon).

125 INT: 1. Dennis Turner (Yam).

125 PRO: 1. Ray Hensley (Hon); 2. Yuichiro Kawashima (Hon).

250 BEG: 1. Tom Stanford (Hon); 2. Jason Omanson (Yam); 3. Matt Parsons (Yam).

250 NOV: 1. Bret Milan (Yam); 2. Joe Merriam (Kaw); 3. Adam Jones (Kaw); 4. Craig Ford (Suz); 5. Mike Motter (Hon).

250 INT: 1. Garth Milan (Kaw); 2. Dennis Turner (Yam).

25+ AM: 1. Tony Alessi (Yam); 2. David Walker (Hon); 3. John Hockett (Kaw).

30+ AM: 1. Andrew Smith (Suz); 2. Mark Sandzimier (Kaw); 3. Mike Torres (Hon); 4. Ian Reid (Yam); 5. Hersch Tempkins (Hon).

30+ MSTR: 1. David Sarian (Yam); 2. Eric Beingesser (Yam); 3. Ken Erb (Kaw); 4. Skinner (Suz); 5. Steve Donovan (Hon).

35+ AM: 1. Wayne Cory (Yam); 2. Tim Williams (Kaw); 3. Dan McClintock (Yam); Skip Pulver (Kaw); 5. Mark Moore (Suz).

35+ MSTR: 1. Steve Donovan (Hon); 2. Skinner (Suz).

40+ MSTR: 1. Tony Parsons (Yam).

## Lindemann lassos String Prairie Hare Scrambles

### By Michael Walker

STRING PRAIRIE, TX, FEB. 13

Danielle Lindemann moved closer to defending her Women's championship as she took the victory at round nine of the 1994 AMA Texas Championship Hare Scramble Series near String Prairie.

Lindemann topped Carolyn Davis to move closer to defending her title in the series and now has a large lead in the series with three races remaining.

D&S Kawasaki-backed Chris Brannon is starting to make the 80cc class his own. Brannon has been able to string together some wins over the last few races, and this event was no different. The nine-mile track, which included long pasture runs and deep, sandy woods nearly cost Brannon the victory. The youngster hammered right by the pits in an effort to extend his 90-second lead over Jonathan Buckley and Drew Dunbar. This turned out to be a test of the youngster's character, as he ran out of fuel and began to push his bike. Knowing that the others would be by soon, he continued to push. Once out of the woods, Brannon's pit crew ran gas to his bike while Buckley and Dunbar closed in. Action was tight as Brannon refired the Kawasaki. Buckley was seen in the open woods as Brannon raced towards the finish. Buckley took the second spot behind Brannon and in front of Dunbar.

KTM riders went 1-2-3 in the Open A class and overall, as well. KTM of Ft. Worth-supported Bert Reynolds took a step towards the series championship with another win. Reynolds topped fellow KTM series rival Allan Drane by over two minutes. The third KTM was ridden by Terry Bainbridge.

Steve Cardwell battled Jeremy Fipps from the start in the AA/Pro class. Fipps found the track to his liking, and was giving Cardwell all the competition he wanted. The battle ended, however, when Fipps bike suffered inside damage.

"The bike stalled and wouldn't go," Fipps said. Cardwell then scored the win with Fipps on the sidelines.

"Jeremy was riding really well, and I hate that a break ended our battle. It was close and fun," Cardwell said.

State enduro star Hayden Franklin made a trip to the series and left String Prairie with the second payoff spot. Series regular Clifford Goertz took third to the cheers of the locals.

#### Results

AA/PRO: 1. Steve Cardwell (KTM); 2. Hayden Franklin (KTM); 3. Clifford Goertz (Suz); 4. Jeff Wilson (Hon); 5. Jeremy Fipps (Hon).

O/A: 1. Bert Reynolds (KTM); 2. Allan Drane (KTM); 3. Terry Bainbridge (KTM); 4. Gary Windham (Kaw); 5. Doug Paley (Kaw).

OPEN A: 1. Bert Reynolds (KTM); 2. Allan Drane (KTM); 3. Terry Bainbridge (KTM); 4. Shaun O'Leary (Yam); 5. Roger Nitsche (Hon).

WMN: 1. Danielle Lindemann (Kaw); 2. Carolyn Davis (Suz).

200 A: 1. Gary Windham (Kaw); 2. Duane Badgley (Kaw); 3. Brian Canion (Kaw); 4. Steve Selman (Kaw); 5. Duggan Hartzog (Kaw).

VET A: 1. Doug Paley (Kaw); 2. Jeff Wilson (Yam); 3. Scott Carleton (ATK).

SR A: 1. Guy Burkhart (Yam); 2. George Spalding (Hon); 3. Howard Juckett (Kaw); 4. Kurt Williams (Hon).

S/SR: 1. Francis Hess (Yam); 2. Ken Langham (Yam); 3. Calvin Cardwell (Yam); 4. Bill Canion (Hus); 5. Larry White (Yam).

JR: 1. Travis White (Suz); 2. Jeremy Buckley (Hon); 3. Michael Prokop (Hon); 4. Jeff Prokop (Hon); 5. Craig Chadsey (Hon).

VET B: 1. Brad Burnie (Hon); 2. Craig Pingleton (Hon); 3. Bill Holland (Hon); 4. Bill Smith (Hon); 5. Harvey Gartley (Hon).

125 B: 1. Robert Henry (Hon); 2. Rod Kelley (Hon); 3. Jay Roy (Hon); 4. Steven Harp (Hon); 5. James Little (Kaw).

200 B: l. James Selman (Kaw); 2. Glen Sweatt (Kaw); 3. James Nunnery (Kaw); 4. Rick Cartwright (Kaw); 5. Keith Crouse (Kaw).

4-STRK: 1. Kerry Simpson (Hus); 2. Shane Osborn (Hon); 3. Richard Bakke (Hus); 4. David Osborn (Hon); 5. Mark Raby (Hon).

SR B: 1. Kent Atwood (Yam); 2. Bobby Reynolds (Kaw); 3. John Michlowsky (Hon); 4. Terry George (Kaw); 5. John Laurence (Hon).

SPTSMN: 1. Gary Windham (Kaw); 2.Richard Clark (Hon); 3. Max Brill Jr. (KTM); 4. Clint Richardson (Hon); 5. Steve McKenney (Kaw).

250 B: 1. Kevin Counsil (Yam); 2. Carter White (Kaw); 3. Joe Eastep (Yam); 4. Tracen Gardner (Hon); 5. Chris Fournet (Suz).

OPEN B: 1. Dan Sell (KTM); 2. David Klein (Hon); 3. Allan Zuehl (Hon); 4. Freddy Struchtup (Hon).

60: 1. Hank Hanson (Kaw); 2. Waylon McCulloch (Kaw); 3. Kyle Martin (Yam); 4. Zachry Smith (Yam); 5. Trey Chote (Kaw).

80: l. Chris Brannon (Kaw); 2. Jonathan Buckley (Hon); 3. Drew Dunbar (Yam); 4. Kris Stevenson (Kaw); 5. Cliff Martin (Yam).

200 C: 1. Shaun Lindemann (Kaw); 2. Jody Martin (Hon); 3. Jason Frerich (Kaw); 4. David Baker (Suz); 5. David Ketchum (Kaw).

OPEN C: 1. Brent Jones (Kaw); 2. Christian Wicker (Hon); 3. Glen Gerner (Yam); 4. David Gartley (Hon); 5. Todd Witherington (Hon).

## Atkins, Carelson honored at SRAC Banquet

### By John and Dawn Clifford

DENVER, CO, FEB. 15

Over 600 members gathered to pay tribute to Colorado's top MXers, and nobody seemed more suprised that Andy Atkins earned "Rider of the Year" honors than Atkins himself. Hard work and dedication finally paid off for Atkins, who earned two Pro titles and this award.

Jared Carelson was also honored with a $1000 scholarship to Colorado State University from the Burton Vickery Fund.

Mark Flesia brought home the Vet Pro State Championship in a close battle, Colorado's new superstar, Shawn Morga, grabbed three Pro Championships.

E&M Enterprises again retained its lock on the "Supercross Promoters of the Year" award, and M&M's Aztec Raceway was "MX Track of the Year" for the second-straight year. Doug Moyes, who is half of M&M and current President of the SRAC, was the evening's final recipient as he was awarded the coveted President's Eagle Award for his committment to motocross racing.

One of the night's highlights was Guy Cooper's presence. Cooper was present to hand out trophies to the Pee Wee riders and sign autographs.

#### Results

1993 Final Standings

P/W NOV: 1. Blaine Zulian; 2. Jeff Bruns; 3. Randy Hoffscheider; 4. Jason Guerrero; 5. Dustin Lookhart.

MINI NOV: 1. Levi Ballog; 2. Michael Brueckner; 3. Danny Lookhart; 4. Sean Goldman; 5. Ryan Cook.

125 NOV: 1. Stephen Wilcoxson; 2. Jeffery Brewster; 3. Rodney Brewster; 4. Scott Brewster; 5. Jonathan Dodder.

250 NOV: 1. Mike Renner; 2. Edward Brennan; 3. Dave Zrubek; 4. Brett Leathers; 5. Tony Costa.

OPEN NOV: 1. Jeffery Brewster; 2. Kris Johnson; 3. Brett Leathers; 4. Michael Ewan; 5. Jed Heinz.

VET NOV: 1. Dale Raymond; 2. Sheldon Cline; 3. Barry Dillow; 4. Anthony Wright; 5. Daniel Tourville

SR NOV: 1. Tom Robertson; 2. Robert Funk; 3. Murel Connet; 4. Jack Walton; 5. Edison Holland.

P/W AM: 1. Andrew Short; 2. Ryan Cook; 3. Kevin Johnson; 4. Ivan Tedesco; 5. Matt Whitmarsh.

MINI AM: 1. Chris Parr; 2. Giovanni Tedesco; 3. Andrew Short; 4. Robert Fitch; 5. Scott Burris.

125 AM: 1. Jason Church; 2. Troy Policky; 3. Todd Sledge; 4. Wes Hale; 5. Glenn Korn.

250 AM: 1. Jaden Barr; 2. David Fay; 3. David Mills; 4. Michael Raedel; 5. David Hicks.

OPEN AM: 1. Ed Lundquist; 2. Todd Sledge; 3. David Mills; 4. Bill Andrews; 5. Jaden Barr.

VET AM: 1. John Forrest; 2. Mike Lundquist; 3. John Clifford 4. Cary Ficken; 5. Ian Christie.

SR AM: 1. Brent Bean; 2. Wayland Britt.

MINI EX: 1. Isaiah Johnson; 2. John-Paul Lytton; 3. Travis Riley; 4. Justin Buckelew; 5. Derek Ballew.

125 PRO: 1. Andy Atkins; 2. Shawn Morga; 3. Josh Kellogg; 4. Keith Campbell; 5. Paul Lindsey.

250 PRO: 1. Andy Atkins; 2. Kip Sandell; 3. Shawn Morga; 4. Josh Kellogg 5. Keith Campbell.

OPEN PRO: 1. Shawn Morga; 2. Kip Sandell; 3. Andy Atkins; 4. Keith Campbell; 5. Wayne Balleitt.

VET PRO: 1. Mark Flesia; 2. Allen Smith; 3. David Clabaugh; 4. Brian Sharp; 5. Dwight Catalano.

SR EX: 1. Dwight Catalano; 2. Dave Wollaston; 3. Michael Kish; 4. Michael Marshall; 5. Edgar Perriton.

S/SR: 1. John Malsam; 2. David Snell; 3. Edgar Perriton; 4. Murel Connet.

WMN: 1. Pamela Nelson; 2. Michelyn Caskey; 3. Stacie Stone; 4. Heather Janalan; 5. Angie Riggs.

1993 MOTOCROSS FINAL STANDINGS

P/W NOV: 1. Jeff Bruns; 2. Scott Powell; 3. Jerry Burton; 4. Jeremy Wilson; 5. Jeremy O'Connell.

MINI NOV: 1. Sean Goldman; 2. Brian Matsunaga; 3. Richard Davison; 4. James Reimer; 5. Danny Lookhart.

125 NOV: 1. Rodney Brewster; 2. Ryan Williams; 3. Ed Saffold; 4. Ben Lind; 5. Robert Moehring.

250 NOV: 1. Cary Kuntz; 2. Dave Zrubek; 3. Mike Renner; 4. Nicholas Susco; 5. Steve Hertzing.

OPEN NOV: 1. Greg Jackson; 2. Rick Kremer; 3. John Holfeltz; 4. Ed Hayworth; 5. Scott Hoffman.

VET NOV: 1. Kirk Gittins; 2. Barry Hall; 3. Don Waddill; 4. Michael Gauitt; 5. Roy Lippis.

SR NOV: 1. Lauren Mitoff; 2. Roger Burnett; 3. Murel Connet; 4. Harry Baker; 5. William Adams.

P/W AM: 1. William Botson; 2. Andrew Short; 3. Matt Whitmarsh; 4. Adam Burris; 5. Ryan Cook.

MINI AM: 1. Chris Parr; 2. William Dotson; 3. Scott Burris; 4. Andrew Short; 5. Justin Cowell.

125 AM: 1. Brian Custy; 2. Jason Frydendall; 3. Eric Landis; 4. Brock Leske; 5. Wes Hale.

250 AM: 1. Dean Langer; 2. David Mills; 3. Eric Dillow; 4. Kevin Boshart; 5. Adam Covelli.

OPEN AM: 1. Glenn Sharp; 2. Dean Langer; 3. Robert Fitch; 4. Kevin Boshart; 5. Jason Hurtado

VET AM: 1. John Gooden; 2. Floyd Frank; 3. Vince Haney; 4. Tim Kleensang; 5. Tom Berry.

SR AM: 1. Jim Jacobs; 2. Brent Bean; 3. Wayland Britt; 4. Charles Johnston; 5. Tom Hamm.

MINI EX: 1. Kyle Britt; 2. John-Paul Lytton; 3. Derek Ballew; 4. Travis Riley; 5. Justin Buckelew.

125 PRO: 1. Shawn Morga; 2. Andy Atkins; 3. Josh Kellogg; 4. Keith Campbell; 5. Mark Flesia.

250 PRO: 1. Shawn Morga; 2. Andy Atkins; 3. Josh Kellogg; 4. Wayne Balliet; 5. Keith Campbell.

OPEN PRO: 1. Kip Sandell; 2. Wayne Balliet; 3. Keith Campbell; 4. Michael Roswell; 5. Corey Sorenson.

VET PRO: .1 Mark Flesia; 2. Tom Allard; 3. David Claubaugh; 4. Flint Velasquez; 5. Allen Smith.

SR EX: 1. Dan Greenwood; 2. Dwight Catalano; 3. Dave Wollaston; 4. Victor Ziemer; 5. Byron Wolf.

S/SR: 1. Vic Barlish; 2. John Malsam; 3. John Beavers; 4. Bobby Hancock; 5. Edgar Perriton.

VINT: 1. Graham Barber; 2. Ron Crane; 3. Steve Elgard; 4. Gregory Quenzer; 5. Ed St. Pierre.

WMN: 1. Angie Riggs; 2. Mollie Bourke; 3. Cynthia Bennett; 4. Susan Cheney; 5. Jill Coffman.

## Lewis stretches lead at San Diego Ultracross

SAN DIEGO, CA, FEB. 26

Kyle Lewis came into San Diego's Jack Murphy Stadium for round two of the Mickey Thompson Ultracross Series with a healthy point lead, and he left with a healthier one as the Team Noleen/Sizzler Yamaha-mounted Lewis posted the win in the main event before 36,373 fans.

The first heat race was a two-rider battle between Lewis and Mike Healey. The two riders traded the lead several times right up to the final lap, and they crossed the line in a photo finish. Healey was given the nod over Lewis while Scott Myers ran third.

By the end of the first lap in heat race two, defending series champion Larry Brooks had climbed through traffic from his rear starting position to assume the lead while Ron "The Dogger" Lechien trailed a distant second and Ray Crumb was third. Brooks went on to win the second heat race, followed by Lechien and Crumb.

In the 10-lap feature, Lewis grabbed the lead on lap two and double-jumped his way over the 80-foot doubles that were giving many of the other riders problems. That proved to be the difference, as Lewis led all but the opening lap of the feature, taking the checkered flag for the win and jumping out to a 33-point lead over second-place finisher Ray Crumb. Brooks finished third and the defending champion now trails his Noleen/Sizzler teammate by 35 points as the ultracross series heads to the Seattle Kingdome on March 12.

**Results**

MAIN: 1. Kyle Lewis (Yam); 2. Ray Crumb (Yam); 3. Larry Brooks (Yam); 4. Ryan Carlisle (Kaw); 5. Robert Drew (Kaw).

## Zitur rules Rush Lake Ice Race

**By Tim McBride**

RUSH CITY, MN, FEB. 20

Larson's Cycle/Honda Town-sponsored Dan Zitur proved that at 38 years old, you don't get any older, you just go faster, scoring back-to-back wins in the 30+ and Open Pro finals as the Martins Resort hosted the Dirt Track Riders Association's fifth ice race of the season on Rush Lake.

Zitur pulled the holeshot at the start of the 10-lap 30+ final and set a pace that only Randy Triplett was able to match. As the duo hammered it out, they pulled away from the rest of the pack. Dave Jendro, John Larson, Joe Tromberg, Mark Deal and Nathan Slater followed at a distance. Just past the halfway point, Triplett lost control of his mount in the hairpin section and slammed hard into the snowbank. Triplett remounted slowly and courageously finished the race. With that, Zitur cruised to the checkered flag uncontested to score the win.

"That was my first ice race win ever," Zitur said.

Jendro was a distant second, while Tromberg, Larson, and Deal finished in the top five. The red flag was waved at the start of the Open Pro main, with Triplett again picking himself up - this time in turn one (which happened to be the fastest turn on the race track). Triplett was alright and after the restart led for the first lap, but he was relegated to third on lap two by Zitur and Pro-Am dirt tracker Norb Gregory. Zitur was under the watchful eye of Gregory for the remainder of the race, but was able to hold on for the win.

Darrin Chelin extended his season-long unbeaten streak in the 250cc B class to five. The Larson's Cycle/Torco/WD-40 /White Bros.-sponsored MX rider easily topped the main event ahead of second-place finisher Jason Larson, who was the only rider able to keep Chelin in sight during the race. Mike Durham, Greg Jendro and Skip Cristenson finished third, fourth and fifth, respectively.

The 85cc Mini final was no big deal for nine-year-old Adam Deal. The tiny speedster out-distanced Matt Powers, Adam Henrichs and Scott Jendro to score his third ice race win of the season.

One of most exiting races of the day had to be the Open B final. John Larson was hounded by Chelin for the first five laps until Tromberg passed both of them on lap five to take control. Meanwhile, Jendro worked his way up from a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**1993 AMA NATIONAL MOTOCROSS SERIES**

**'93 Sacramento/Mt. Morris AMA National MX**

(#151C) Team Kawasaki's Mike Kiedrowski made the holeshot and beat the heat to win the 250cc class at Sacramento, California's Hangtown Classic Motocross. Team Yamaha's Jeff Emig walked away with the with the 125cc first moto win, but fell short in the second moto. Team Honda's Jeremy McGrath poured on the heat in the second 125cc moto to walk away with the overall win.

At Mt. Morris, Pennsylvania, Team Yamaha's Damon Bradshaw fought off Kiedrowski for his first 250cc class overall win of the '93 season. Yamaha riders carried the day as Jeff Emig took the 125cc class win after battles with Honda's Jeremy McGrath and Doug Henry.

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(Above) Steve Somerville (41X), Jimmy Edmonds (2) and Thomas Stuckey III diced for position at the Mountain View Off-Road Raceway MX. (Below) Gary Beaird (131x) and Ray Harp (11X) led the 250cc Novice field into turn one at the Los Angeles County Raceway GP.

seventh-place start and motored by Chelin, John Larson and Tromberg on the long front straight to score a thrilling come from behind victory.

**Results**

OPEN PRO: 1. Dan Zitur (W-R); 2. Norb Gregory (Hon); 3. Randy Triplett (W-R).

30+: 1. Dan Zitur (W-R); 2. Dave Jendro (KTM); 3. Joe Tromberg (Hon); 4. John Larson (Hon); 5. Mark Deal (Hon).

OPEN B: 1. Dave Jendro (KTM); 2. Joe Tromberg (Hon); 3. John Larson (Hon); 4. Darrin Chelin (Hon); 5. Nathen Slater (Hon).

250 B: 1. Darrin Chelin (Hon); 2. Jason Larson (Yam); 3. Mike Durham (Yam); 4. Greg Jendro (KTM); 5. Skip Christenson (KTM).

NOV: 1. Skip Christenson (KTM); 2. Paul Deal (Hon); 3. Gary Goeden (Suz); 4. Mike Durham (Yam); 5. Doug Deering (KTM).

MINI: 1. Adam Deal (Yam); 2. Matt Powers (Kaw); 3. Adam Henrichs (Hon); 4. Scott Jendro (Kaw).

## Flammang trophies at Mountain View Motocross

**By Frank Wiersma**
**Photo by Scott Rich**

TUCSON, AZ, FEB. 20

John Flammang used his experience from two earlier attempts to take the overall win and disqualify himself from further competition in the Trophyless Rider class at Moutain View Off-Road Raceway.

The Big Bike Trophyless Rider Class continues to bring new riders to Mountain View. These riders, together with returning also-rans, are hoping to win their first motocross trophy. Of the 13 riders in the class, four won trophies and will have to move up to Beginner in their next competition.

Joel Statkevicus was in his second try and led the field all the way in moto one after passing Flammang on lap three.

Statkevicus and Jeff Renfrow tangled with Phil Klingler on the first lap of moto two and all three had to come back from dead last to finish second, third and fourth overall, respectively. Renfrow actually held the lead over Flammang on the fourth and fifth laps, but the comeback effort left him too spent to hold it and Flammang wrested the lead away before the checkered flag. Meanwhile, Darcy Weidenbach, with a pair of 5-4 finishes, took the fourth-place trophy to qualify for the Beginner class in his next outing.

Eastside Cycle team member Jeff Homoki needed only a couple of laps in each moto to take the lead and finish first among the 250cc Beginner riders. Steve Somerville was a fast starter and led both times, but faded as the race progressed. Unlike Somerville, Tom Stuckey III was less aggressive in establishing position early, but continued to move up to finish 3-2 for second place overall. Adam Bode, with a 2-3 performance, was third.

**Results**

50 BEG: 1. Dillon Suber (Yam); 2. Tommy Shinn (KTM); 3. Zac Farkas (Yam); 4. John Bradley (Yam); 5. Jeffrey Zornes (Yam).

50 NOV: 1. Ranel Cox (Yam); 2. Chris Mayo (Yam); 3. Michael Beaver (Yam); 4. Sean Shelton (Yam).

50 MOD: 1. Ranel Cox (Yam); 2. Michael Beaver (Yam); 3. Corey Burns (Yam).

60 (0-8): 1. Sean Shelton (Kaw); 2. Ranel Cox (Kaw); 3. Chris Mayo (Kaw); 4. Josh Reed (Kaw); 5. David Levitt (Kaw).

60 (9-11): 1. Ryan Wilson (Hon); 2. Paul Burger Jr. (Kaw); 3. Nic Shaffer (Kaw); 4. Cody Beard (Kaw); 5. John Thomasson (Kaw).

60 MOD: 1. Paul Burger Jr (Kaw); 2. John Thomasson (Kaw).

80 BEG: 1. Brandon Gilman (Suz); 2. Myles Colligen (Yam); 3. Paul Sosinski (Kaw); 4. Dennis Umphres (Yam); 5. Brandon Wesson (Yam).

80 NOV: 1. Clint LaPlante (Yam); 2. Michael Sullivan (Suz); 3. Nick Beaver (Yam); 4. Taylor Vanderpool (Suz); 5. Michael Foster (Yam).

80 MOD: 1. George Hammel (Suz); 2. Michael Sullivan (Suz); 3. Nick Beaver (Yam); 4. Michael Foster (Yam); 5. Klint LaPlante (Yam).

80 TRPHYLSS RDR: 1. Bryan Aldrich (Kaw); 2. Brian Beard (Hon); 3. Kent Durkee (Hon); 4. Craig Durkee (Hon); 5. Don Shinn (Yam).

125 BEG: 1. Thomas Stuckey III (Hon); 2. Shawn Dunne (Yam); 3. Marty Hernandez (Yam); 4. Kelly Karns (Kaw); 5. Taylor Vanderpool (Suz).

125 NOV: 1. George Hammel (Suz); 2. Jayson Smith (Suz); 3. Adrian Leffler (Suz); 4. Darren Curtis (Suz); 5. Michael Weining (Hon).

125 INT: 1. Heath Voss (Hon); 2. Jeff Piasecki (Suz); 3. Michael Calhoun (Kaw); 4. Cass Morgan (Hon); 5. Michael Garcia (Hon).

250 BEG: 1. Jeff Homiki (Hon); 2. Thomas Stuckey III (Hon); 3. Adam Bode (Hon); 4. Jimmy Edmonds (Hon); 5. Eric Reinfried (Suz).

250 NOV: 1. Coleman Manchester (Hon); 2. Arlo Irby (Yam); 3. Brady Justus (Suz); 4. Don Miller (Hon); 5. John Rogers (Hon).

250 INT: 1. Heath Voss (Hon); 2. Pat Eggman (Yam); 3. Bryan Bartlett (Suz); 4. Mike Calhoun (Kaw); 5. Bryan Highsmith (Yam).

OPEN BEG: 1. Roger Gridley (Hon); 2. John Beaver (Hon); 3. Todd Scoggin (Hon); 4. Tom Shinn (Hon); 5. Kevin Riggs (Hon).

SR NOV: 1. Stacey Miller (Yam); 2. Rick Hinchliff (Kaw); 3. Roger Gridley (Hon); 4. Karl Hering (Suz); 5. John Rogers (Hon).

SR INT: 1. Pat Eggman (Yam); 2. Michael Halpin (KTM); 3. Cass Morgan (Hon).

BIG TRPHYLSS RDR: 1. John Flammang (Hon); 2. Joel Statkevicus (Suz); 3. Jeffry Renfrow (Suz); 4. Darcy Weidenbach (Hon); 5. Phil Klingler (Hon).

PRO: 1. Jason Matthews (Suz); 2. Justin McMurrich (Hon); 3. Eric Anderson (Suz); 4. Scott Davis (Hbg).

VINT NOV: 1. Ricky Anderson (Suz); 2. Paul Shoen (Zun); 3. Jeff Guenther (Kaw); 4. Michael Johnson (Hus); 5. Christopher Reed (CZ).

VINT 4-STRK: 1. Carl Matter (Hon); 2. Craig Skinner (BSA); 3. John Come (Hon); 4. John Scott (Tri); 5. Michael Haracourt (Tri).

VINT INT: 1. Gene Maple (Mai); 2. Darren Curtis (Suz); 3. John Holton (Yam); 4. Ken Lusk (CZ); 5. Tom Seagroves (Hus).

VINT EX: 1. David Boydston (Bul); 2. Kevin Krugh (Hus); 3. Rick Hinchliff (Hus).

## Conaway cleans up at LACR GP

**By Greg Robertson**

PALMDALE, CA, FEB. 27

Yamaha YZ250-mounted Craig Conaway used a good start to his advantage as he ran away and hid from the rest of the Vet Intermediate class in California Racing Clubs Magic Mountain Grand Prix at Los Angeles County Raceway.

Karl Allen got his CR500 fired up the quickest to lead Conaway, Brian Renshaw and Mike Edmonds from the dead engine start. It took a little over a lap for Conaway to find a way around Allen and into the lead. Allen wasn't about to let Conaway get away and shadowed his every move for the next few laps. Chris Leiker was making up plenty of ground after a midpack start and began pressuring Renshaw for third.

Near the halfway point of the 45-minute race, Conaway got relief from the pressure when Allen had trouble and dropped to fourth. Renshaw inherited the runner-up position, but it didn't look like he was gaining any ground on Conaway, who was now working up through the Expert riders. Allen was back on the move, repassing Leiker for third and closing on Renshaw.

Conaway was flawless in the last few laps of the race, pulling out to a commanding lead in his class and passing all but one Expert rider before the checkered flag fell. Allen put forth the extra effort and got around Renshaw with a couple of laps remaining for a well-deserved second. Leiker also put the move on Renshaw with the race winding down to finish third.

**Results**

P/W B-2: 1. Charles Messer (Yam); 2. Jared Tebo (Yam); 3. Aron Tomota (Yam); 4. Drew Gosselaar (Yam).

P/W B-1: 1. Troy Tittlemier (Yam); 2. Tommy Cochran (Yam); 3. Chase Early (Yam).

P/W A: 1. Anthony Barbacovi (Yam).

60 BEG: 1. Kit Kunath (Kaw); 2. Terminator Garcia (Hon); 3. Anthony Barbacovi (Kaw); 4. Richard Enbanks (Kaw); 5. R.J. Early (Kaw).

60 (0-8): 1. Daton Beavers (Kaw); 2. Vincent Rhoads (Kaw).

60 (9-11): 1. Johner Faulkner (Yam); 2. Shane Smith (Kaw); 3. Gerard Patin (Kaw); 4. Nick Alvarez (Kaw); 5. Ty Renshaw (Kaw).

80 BEG: 1. Scott Pripaten (Hon); 2. J.J. Bonanno (Yam); 3. Shane Smith (Suz); 4. Brent Lancaster (Kaw); 5. Chris Torres (Kaw).

80 (7-11): 1. Todd Gosselaar (Yam); 2. Donnie Durrer (Yam); 3. Tyson Tittlemier (Suz); 4. Kevin Jennings (Kaw); 5. Ben Stuelke (Kaw).

80 (12-13): 1. Levi Reid (Yam); 2. Christopher Gosselaar (Kaw); 3. Jason Webb (Suz); 4. Travis Smith (Yam); 5. Cliff Jennings (Kaw).

80 (14-16): 1. Chris Thompson (Suz); 2. Ryan Dudek (Yam); 3. Joel Nelson.

VINT: 1. Ken Green (Hon); 2. Gary Egloff (Yam); 3. Tim Clark (Oss); 4. Chris Frei (Hon); 5. Greg Robertson (Yam).

125 BEG: 1. Jason Hoffman (Kaw); 2. Doug Ellis (KTM); 3. Tyler Buck (Suz); 4. Bob Hausman (Hon); 5. Michael Rowland (Kaw).

125 NOV: 1. Kevin Tarwater (Kaw); 2. Bob Arens (Suz).

125 INT: 1. Loren Jenkins (Hon); 2. Nick Mairose (Suz).

250 BEG: 1. Daniel Campelo (Hon).

250 NOV: 1. Eric Huffine (Kaw); 2. Dan King (Yam); 3. Peter Collins (Hon); 4. Andy Payne (Kaw); 5. Kevin Jackson (Hon).

250 INT: 1. Glenn Commans (Suz); 2. Robbie Dunham (Yam); 3. John Keefer (Yam); 4. Bob Laughlin (Hon); 5. Derek Borg (Yam).

500 BEG: 1. Ken Busse (Hon); 2. Kevin Grimm (Hon); 3. Timothy Reagan (Hon).

JR VET BEG: 1. Lee Saul (Cag); 2. Gary Hall (Hon); 3. Grant Tetzloff (Yam); 4. John Erickson (Hon); 5. Fernando Berroteran (Hon).

JR VET NOV: 1, Randy Wilkins (KTM); 2. Gabe Mendez (Hon); 3. Brian Snyder (Yam); 4. Scott Land (Hon); 5. Steve Hill (Kaw).

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JR VET EX: 1. Troy Welty (Suz).
VET BEG: 1. Charlie Bang (Hon); 2. Mike O'Donnell (Hon); 3. Jim Dell (Hon); 4. Ken Busse (Hon); 5. Ruthann Renaux (Hon).
VET NOV: 1. Jerome Gibson (Hon); 2. Bill Kolkman (Yam); 3. Alon Sahar (Yam); 4. Greg Benton (Yam); 5. John Pindard (Hon).
VET INT: 1. Craig Conaway (Yam); 2. Karl Allen (Hon); 3. Chris Leiker (Hon); 4. Brian Renshaw (Yam); 5. Scott Curtis (Hon).
VET EX: 1. Brad McLeod (Hon); 2. Leo Saul (Suz); 3. Russell Reilly (Hon); 4. John Ferro (Hon).
SR BEG: 1. Rick Early (Hon).
SR NOV: 1. Robert Linville (Yam); 2. Mel St. John (Kaw).
SR INT: 1. Mike Ferro (Suz).
SR EX: 1. Ken Renaux (Yam); 2. Bob Dunham (Yam).
TEAM: 1. Glenn Commans/Eric Huffine; 2. Troy Welty/Nick Mairose; 3. Scott Pemberton/DeWayne Ray; 4. Derek Borg/John Keefer 5. Rick O'Donnell/Mike O'Donnell.

## Vanzant slams Desert Mountain Hare Scrambles

### By Gorman Smith

BEE BRANCH, AR, FEB 20

Over 600 acres of terrific terrain provided a great course for round two of the Arkansas Hare Scramble Championship at Desert Mountain where Steve Vanzant raced to the Expert win.

In the Expert class, Jeff Fischer grabbed a holeshot but was soon displaced by Vanzant. Before the first major hill (affectionately called the Widowmaker), Vanzant had company as Eugene Springston slipped up to a close second. Vanzant maintained the lead to the finish with never more than 10 seconds separating the two at the main checkpoint. Vanzant said this was one of the best courses he had ridden - very technical with much contour and some off camber, despite the fact that there was a downpour the previous night.

In the Super Senior class three seasoned riders showed their style. Butch Gardner, Darrell Judy, and Mike Cullum demonstrated the "how to of hare scrambles", finishing 1-2-3.

**Results**

O/A: 1. Steve Vanzant (Suz).
EX: 1. Eugene Springston (Suz); 2. Jeff Fischer (Kaw).
INT A: 1. Kevin Corum (Hon); 2. Alan Corum (Hon); 3. Tony Curtis (Hon).
OPEN B: 1. Eli Beard (Hon); 2. Brad Brown (Kaw); 3. Russell Hill (Hon).
250 B: 1. Scott Monroe (Hon); 2. Layne Smith (KTM).
200 B: 1. Daren Ogden (Kaw).
125 B: 1. Mark Martin (Yam).
4-STRK B: 1. Kenny McGee (Hon); 2. Keith McGee (Hon); 3. Greg Newsom (Hon).
SR: 1. Everett Ratliff (Hon); 2. Tony Wood (Suz); 3. Glen Passmore (Hon).
S/SR: 1. Butch Gardner (Hon); 2. Darrell Judy (Kaw); 3. Mike Cullum (Yam).
JR: 1. Brandon Phillipy (Kaw).
TRL: 1. Jarrod Devore (Hon); 2. David Conley (Hon).

## Hart Bros., Halcomb dominate San Jose Endurothon

### By Bill Spencer

SAN JOSE, CA, FEB. 13

Young guns Dan and Donny Hart nearly did the impossible at the Santa Clara County Fairgrounds during round five of the Dublin Kawasaki-Honda-Suzuki/Hap Jones Distributing Endurothon Series when they won a pair of two-man, two-hour races and were easily in front of the third event before bike problems forced them to the sidelines and gave the win to Team Honda's Charlie Halcomb.

Since the inception of the marathon concept in 1967, no one has ever been able to win all three of the two-hour classes, but the Harts nearly pulled the deed off and continue to lead in the overall point standings that will culminate with a drawing among the top 20 in the final point standings in just a few weeks. The grand prize is a new XR100 Honda.

Joe Bruce, last year's overall winner, had a new partner in the first two-man race as Jason Murrell is sidelined with a broken wrist from the Anaheim Amateur Supercross. Bruce teamed with Terry Biel, but his luck continued to be all bad, and the Hart brothers' CR125 was once again the class of the field.

Vet MXer Rich Tiago was third and first in the Ironman portion over Sportsman winners Paul Bergstrom and Andy Sibolo.

Sean Lollar topped the XR100 division over Pat Rose and Kerry Puccio. Puccio noted that he had missed a few turns along the way.

"I need a little handicap, racing with these kids," said Puccio, a former San Jose Speedway sprint car champion.

Todd Damron led the second of the two-hour races with 44 teams taking to the two-mile scrambles track. Aaron Hill took the lead on lap two, but the Harts were up front from lap three until the completion of the race with only Hill and Randy Denton on the same lap.

Halcomb wasn't noticed much in the early laps of the third race, but took the lead when the Hart boys made a pit stop. From there, Halcomb


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____85cc 7-11
____85cc 12-13
____85cc 14-15
____125 C Novice
____125 B Intermediate
____125 A
____125 Youth 12-15
____Plus 25
____250 C Novice
____250 B Intermediate
____250/500 A
____Seniors 30-Up
____Seniors 35-Up

AWARDS PAY BACK 7 PLACES
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____500 Novice "B/C"

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1993 AMA NATIONAL MOTOCROSS SERIES

'93 Unadilla/Buchanan AMA National MX

(#154C) The battle at Unadilla was hot and dusty as Team Kawasaki's Mike Kiedrowski picked himself up from a crash early on to take the 250cc overall win. British Kawasaki privateer James Dobb beat the Yankees as he capitalized on mechanical failures and crashes by the other top contenders to finish first overall in the 125cc class.

At Red Bud Track n Trail in Buchanan, Michigan, Team Kawasaki teammates Mike Kiedrowski and Mike LaRocco went head-to-head for the 250cc overall win. In the 125cc class, Team Yamaha's Jeff Emig walked away with the win while Team Honda's Jeremy McGrath and Doug Henry fought the battle for second place.

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## 1994 NATIONAL CLASSES

You may enter a total of 4 classes at the Area and Regional levels, but must choose only 2 classes to ride at the National level.

For 2-Day Area Qualifiers: ●Saturday Classes-Other classes run on Sunday.

**AMATEUR A & B/+ 25/VET/SENIOR**

- ● 1. 125 A STOCK
- 2. 125 A MODIFIED
- ● 3. 125 B STOCK
- 4. 125 B MODIFIED
- ● 5. 250/OPEN A STOCK
- 6. 250/OPEN A MODIFIED
- ● 7. 250 B STOCK
- 8. 250 B MODIFIED
- 9. OPEN B/C
- 10. +25
- 11. VET A +30
- 12. VET B +30
- 13. SENIOR +40
- 14. MASTER +50 (20 riders)

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- ● 15. 51 STOCK (4-6 YRS)
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- ● 17. 65 STOCK (7-11 YRS)
- ● 18. 85 STOCK (7-11 YRS)
- ● 19. 85 STOCK (12-13 YRS)
- 20. 85 MOD (9-13 YRS)
- ● 21. 85 STOCK (14-15 YRS)
- 22. 85 MOD (14-15 YRS)
- ● 23. 125 STOCK (12-15 YRS)*
- 24. 125 MOD (12-15 YRS)*
- ● 25. 125 C STOCK
- 26. 125 C MODIFIED
- ● 27. 250 C STOCK
- 28. 250 C MODIFIED
- ● 29. WOMEN (85-125 cc)*

*includes Super Mini class
#14 & 15 were new classes last year.

**No pre-entry required at Area Qualifiers**
**INFORMATION(419)478-5386/(304)594-1157**
**NATIONAL CHAMPIONSHIP TRACKS**

| | | |
|---|---|---|
| **NORTHEAST AREA QUALIFIERS** | | |
| April 2 | TRAIL WAY SPEEDWAY, Hanover, PA | (717)359-4310 |
| April 9/10 | WALDEN PLAYBOYS, Wallkill, NY | (914)635-9455 |
| April 23/24 | MIDDLE ATLANTIC MX, Aquasco, MD | (703)866-1975 |
| April 23/24 | PLEASURE VALLEY RACEWAY, Armaugh, PA | (814)539-4114 |
| April 30/May 1 | THUNDER RIDGE, South Edmeston, NY | (607)847-6520 |
| May 7/8 | THE CHALLENGER, Jacksonville, PA | (412)726-5494 |
| May 21/22 | DBL SPORT PROMO, Starvation Point, WV | (412)929-5396 |
| **NORTHEAST AMATEUR REGIONAL** | | |
| June 11/12 | BUDDS CREEK MX, Budds Creek, MD | (301)475-2000 |
| **NORTHEAST YOUTH REGIONAL** | | |
| June 25/26 | STEEL CITY MX, Delmont, PA | (304)594-1157 |
| **SOUTHEAST AREA QUALIFIERS** | | |
| March 27 | MX OF MARION COUNTY, Reddick, FL | (904)591-2050 |
| April 2/3 | HIDDEN ACRES, Kingsport, TN | (615)323-5497 |
| April 9/10 | DEVIL'S RIDGE, Sanford, NC | (919)776-2412 |
| April 16/17 | HAMMERIN' HANK RACING, Society Hill, SC | (803)378-4700 |
| April 23/24 | LAKE SUGAR TREE, Axton, VA | (615)323-5497 |
| April 30/May1 | ECHECONNEE MOTO-X CLUB, Macon, GA | (912)788-8227 |
| May 14/15 | CHRISTIANA RACEWAY, Christiana, TN | (615)896-3245 |
| **SOUTHEAST YOUTH REGIONAL** | | |
| June 18/19 | MUDDY CREEK, Blountville, TN | (615)323-5497 |
| **SOUTHEAST AMATEUR REGIONAL** | | |
| June 25/26 | GATORBACK PARK, Gainesville, FL | (813)894-0439 |
| **MIDEAST AREA QUALIFIERS** | | |
| March 26/27 | DANIEL BOONE MX PARK, London, KY | (606)877-1364 |
| April 9/10 | JTM PROMOTIONS INC., Millfield, OH | (614)653-7395 |
| April 17/18 | MORELAND'S MX, Stanton, MI | (517)235-4105 |
| April 30/May 1 | KNOBBY HILLS MX, Hortonville, IN | (317)758-6200 |
| May 7/8 | AMERICAN MOTOSPORTS, Marion, OH | (614)596-2057 |
| May 14/15 | BAJA ACRES, Millington, MI | (517)871-3356 |
| May 28/29 | READS RACING, N. Webster, IN | (219)594-2649 |
| June 5 | RED BUD COMPETITION CLUB, Buchanan, MI | (616)695-6405 |
| **MIDEAST AMATEUR REGIONAL** | | |
| June 18/19 | C.O.C.R., Sugar Grove, OH | (614)983-3937 |
| **MIDEAST YOUTH REGIONAL** | | |
| June 25/26 | MIDWAY MX, Mitchell, IN | (812)849-2402 |
| **NORTH CENTRAL AREA QUALIFIERS** | | |
| April 9/10 | WEST KY OUTDOOR MX, Lowes, KY | (502)642-2345 |
| *April 17 | MIDWEST MX, Great Bend, KS | (913)842-8272 |
| April 23/24 | BAILEY'S MX PARK, INC, Hoopeston, IL | (217)283-6370 |
| April 30/May 1 | STATELINE TRAILRIDERS ASSN., Lamoni, IA | (515)784-6121 |
| May 7/8 | AZTALAN CYCLE CLUB, Lake Mills, WI | (414)542-7527 |
| May 14/15 | MIDWEST MOTOSPORTS, Kahoka, MO | (816)727-2136 |
| May 21/22 | LINCOLN TRAIL MX, Casey, IL | (217)932-2041 |
| **NORTH CENTRAL YOUTH REGIONAL** | | |
| June 18/19 | MIDWEST MOTOSPORTS, Kahoka, MO | (816)727-2136 |
| **NORTH CENTRAL AMATEUR REGIONAL** | | |
| June 25/26 | LINCOLN TRAIL MX, Casey, IL | (217)932-2041 |
| **SOUTH CENTRAL AREA QUALIFIERS** | | |
| March 26 | SWAN MX PARK, Tyler, TX | (903)882-7791 |
| *April 17 | MIDWEST MX, Great Bend, KS | (913)842-8272 |
| May 15 | WOLFCREEK MX, Rio Vista, TX | (817)373-2434 |
| **SOUTH CENTRAL AMATEUR/YOUTH REGIONAL** | | |
| June 18/19 | WOLFCREEK MX, Rio Vista, TX | (817)373-2434 |
| **SOUTHWEST REGIONAL ONLY** | | |
| June 18 | STARWEST SX PARK, Moreno Valley, CA | (310)868-2728 |
| **MID WEST COAST REGIONAL ONLY** | | |
| May 29 | MOTOWEST RACING ENT., Hollister, CA | (408)238-8208 |
| **NORTHWEST REGIONAL ONLY** | | |
| May 22 | CLARKSBRANCH, Roseburg, OR | (503)673-1671 |
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# NEW VIDEO RELEASES

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## 1993 AMA NATIONAL MOTOCROSS SERIES

### '93 Millville/Washougal AMA National MX

(#157C) Team Honda's Jeff Stanton and Team Kawasaki's Mike LaRocco mixed it up in the mud at Millville, Minnesota's Spring Creek MX Park in the 500cc class. LaRocco crashed three times and still managed to claw his way into second place for the day to keep in the championship chase, while teammate and defending champ Mike Kiedrowski fell victim to the muddy conditions with mechanical problems.

Team Honda's Doug Henry and Jeff Emig put on a fierce fight until the muddy course laid claim to one of their plans for the win.

In Washougal, Washington, Mike LaRocco and Jeff Emig rode flawlessly to wins in their respective classes. This video provides great racing action on two of the most beautiful outdoor motocross courses in the United States.

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# EVENTS

rode to the win. Halcomb was pleased with the workout.

**Results**

Race One

O/A: 1. Dan Hart/Don Hart (Hon); 2. Joe Bruce/ Terry Biel (Hon); 3. Rich Tiago (Suz); 4. Andy Sibolo/Paul Bergstrom (Kaw); 5. Flores/Rodgers.

XR100: 1. Sean Lollar (Hon); 2. Pat Rose (Hon); 3. Kerry Puccio (Hon); 4. Mike Kunsman (Hon); 5. Dom DeMario (Hon).

VINT: 1. Ken Marecak (CZ); 2. Mike Romano (Yam); 3. Charlie Oveland (Hon); 4. Tom Terry (Bul); 5. Robert Bacosa Sr. (KTM).

Race Two

1. Dan Hart/Don Hart (Hon); 2. Aaron Hill (Hon); 3. Randy Denton (Yam); 4. Tony Alves/Donn Anderson (Yam); 5. Matheson/Harrison (Hon).

Race Three

1. Charles Halcomb (Hon); 2. Paul Iwanaga/Jeff Eklund (Yam); 3. John Tavis/Nick Nazzisi (Hon); 4. Tommy Fields (Suz); 5. Tony Alves/Donn Anderson (Yam).

## Young scores Salem ST wins

**By Clay Light**

SALEM, OR, FEB. 20

Off-road specialist Tom Young showcased his versatilty by topping two main events during the short track action at the Oregon State Fairgrounds.

In the 30+ class, Young was faced with some pretty tough competition, most notably Frank Crane. Crane chased Young to the finish in the class heat race and did the same throughout the main, but Crane's do-or-die charge on the last lap ended with him dropping two spots at the finish. Tim Ricketts and Lee Thompson ran second and third, respectively.

Young's second win came after Ryan Anderson dropped out of the action and gave Young an easy win to take home the top money in the Open Pro class. Young came up short in his bid for a triple-class sweep, with Aaron Waggoner putting his Yamaha into the winner's circle in the Open Sportsman A main.

An abundance of 80cc machines were on hand, forcing a series of qualifiers before the main event. Tim Ricketts Jr. held off Sean Light in heat one, while Mike Pierce edged Kurt Hawke in heat two. Beau Brown picked up the other heat win, and Chris Waite won the B main to earn a spot in the main event. In the main, Pierce led wire to wire to pick up the win ahead of newcomers Hawke and Brown.

**Results**

30+: 1. Tom Young (ATK); 2. Tim Ricketts (Bul); 3. Lee Thompson (Hon); 4. Frank Crane (Hon).

40+: 1. Allan Morinville (Hon); 2. Bruce Brown (Kaw); 3. Randy Layne (Hon).

OPEN SPTSMN A: 1. Aaron Waggoner (Yam); 2. Tom Young (ATK); 3. Dave Korez (Bul); 4. Cliff Helms (Hon).

50 A: 1. Eric Meusling (Itj); 2. Corey Bye (Suz); 3. Randy Pezek (KTM); 4. Duane Ash (Hon); 5. Matt McCoy (Kaw).

50 B: 1. Jared Morrison (Yma); 2. Kara Jackson (Yam); 3. Santino Huebert (Yam).

50 MOD: 1. Charlie Morrison (Hon); 2. Aaron Rice (Yam); 3. Eric Meusling (Itj); 4. Chris Waite (Yam).

65: 1. Chris Waite (Kaw); 2. Charlie Morrison (Kaw); 3. Joel Ard (Kaw); 4. Duane Ash (Hon); 5. Matt McCoy (Kaw).

80 A: 1. Mike Pierce (Suz); 2. Kurt Hawke (Suz); 3. Beau Brown (Kaw); 4. Chris Waite (Kaw); 5. Tim Ricketts Jr. (Hon).

80 B: 1. Matt McCoy (Kaw); 2. Damien Longbrake (Kaw).

125: 1. Greg Bisson (Hon); 2. Mike Pierce (Yam); 3. Kurt Hawke (Suz); 4. Beau Brown (Kaw); 5. Don Ragan (Yam).

KNBBY FAST: 1. Dave Stering (Yam); 2. Bob Ingle (Hon).

## Patterson regains points lead at Hohenwald Hare Scramble

**By Paul Michels**

HOHENWALD TN, FEB. 20

Robert Patterson, aboard his Team Green/Dunlop/Motorcycle Stuff/Oakley/Fox/Tsubaki/Sunstar/N-Style/PCI/Acerbis/Kawasaki of Nashville/Sarges Cycle-sponsored Kawasaki, rebounded from a dismal finish two weeks ago to take the overall win at round eight of the AMA Mid-South Winter Hare Scramble Series in a rain-drenched Hohenwald, Tennessee.

At the start, round seven winner Doug Jones was first off the line and into the woods followed by the rest of the Pro class. Patterson patiently held back and then slid past Jones about halfway through the first lap on a small, slick hill. On the second of the three 10-mile laps, Patterson had problems of his own and Mike Sampson caught and passed him. A miscue by Sampson toward the end of the lap on some slick logs landed him on the ground, while Patterson sprinted past and ran uncontested through lap three and on to the finish line for the win.

Missouri's Chris Caplinger on his Domelson Cycle-sponsored ATK was also on the move and passed up John Machino and Jones to hold third place for about half of the second lap. After a miscue, Caplinger found his bike on top of him instead of vice versa. Going into the third and final lap, KTM rider Machino, Jones and Caplinger were all in close contention. The trio traded positions back and forth during the course of the last lap, finishing in that order no more than 10 seconds apart.

**Results**

AA/PRO: 1. Robert Patterson (Kaw); 2. Mike Sampson (Kaw); 3. John Machino (KTM); 4. Doug Jones (Kaw); 5. Chris Caplinger (ATK).

250 A: 1. Michael Cornett (Yam); 2. Steve Gordon (Kaw); 3. Jason Hoody (Suz); 4. Jason Russell (Kaw); 5. Dale Stallings (Kaw).

VET A: 1. Neal Raggett (Yam); 2. Gary Copeland (KTM); 3. Don Metz (KTM); 4. Ken Joyce (Yam); 5. Robert Kirchner (Hon).

S/SR: 1. John Giles (Suz); 2. William Smith (Hon); 3. John Gordon (Kaw); 4. Terry Woosley (Yam); 5. Larry Justin (Yam).

125 B: 1. Jared Smith (Kaw); 2. Jamie Wynn (Kaw); 3. Rick Sims (Yam); 4. Darin Phillips (Yam); 5. Mike Stinson (Yam).

250 B: 1. Todd Boone (Kaw); 2. Stephen Smith (Kaw); 3. Taras Massey (Kaw); 4. Todd Wilson (Yam); 5. Gary Horton (Kaw).

OPEN A: 1. Harvey Whitaker (Hon); 2. Jason Jennings (KTM); 3. Rod Thurley (Hus); 4. Ken Arnold (Hon); 5. Terry Cooper (Kaw).

200 A: 1. Rick Roysdon (Kaw); 2. Jeff Rummage (Kaw); 3. Marty Rittenberry (Kaw); 4. Mike Groves (Hon); 5. William Short (Hon).

SR: 1. Paul Michels (ATK); 2. John Hoffmann (Hus); 3. Ronnie Hackett (Suz); 4. Sammy Paulik (Kaw); 5. David Scottow.

4-STRK: 1. Ken Satterfield (Hon); 2. Cody Maxwell (Kaw); 3. Rob Stephens (Hon); 4. Greg Prince (Hon); 5. Eddy Taylor (Kaw).

200 B: 1. Kyle Pulley (Kaw); 2. Donald Harrison (Kaw); 3. Kelly Working (Kaw); 4. John Staples (Kaw); 5. John Gordon (Kaw).

OPEN B: 1. Mark Hirkle (KTM); 2. Barry Riggsbee (KTM); 3. Preston Sullens (KTM); 4. Kip Hayane (Hon); 5. Brad Bradley (Kaw).

VET B: 1. Ricky Miller (Yam); 2. Billy Hall (Yam); 3. Alan Garrett (Hon); 4. Duane Munch (Suz); 5. Glenn Ferguson (Suz).

H/W TRAIL: 1. David Zanet (Yam); 2. Chris Hicks (Kaw); 3. Chris Beard (Hon); 4. Jeffrey Spence (KTM); 5. Scott Turner (Hon).

L/W TRAIL: 1. William Rochelle (Kaw); 2. Thomas Campbell (Kaw); 3. Robert Norris (Kaw); 4. Randy Savage (Kaw); 5. Michael Hanie (Suz).

## Harrell hauls at Willow Springs Road Race

**By Eric Vincent**

ROSAMOND, CA, FEB. 19-20

Paul Harrell has emerged as the rider to beat after winning his second straight Toyota Cup Unlimited Road Race by Budweiser Formula One event during the second round of Willow Springs Motorcycle Club action at Willow Springs International Raceway.

Harrell took the lead off the line with an excellent start, but was immediately under pressure from Chuck Graves. The dice between them caused the two riders to quickly distance themselves from the rest of the field. Harrell continued to lead through lap two, and his hold on the lead was solidified when Graves pulled into the hot pits after his second lap with a problem. Graves re-entered the race 10 seconds later but was now about 13 riders off the lead.

With Graves' setback, Harrell held a commanding lead on his Attack Performance-sponsored Yamaha YZF1000. In second was Peter Christensen, with Curtis Adams completing the top three. The remainder of the race saw Graves power his way through the pack in an attempt to once again challenge Harrell for the lead. He only needed four laps after his pit stop to move into third place, but had only six laps left to recover lost ground. With each succeeding lap, Graves shortened his gap on Harrell and Christensen.

As the final lap started, Graves drafted Christensen coming out of turn nine and down the front straight, moving around and rolling into second as he dipped his motorcycle into the first turn. With less than a lap remaining, Harrell still had a convincing lead and Graves had no time left to mount a challenge. At the finish, it was Harrell with the win followed by Graves, second, and Christensen in third.

In the Maxima Racing Oil Formula Two race, Walt Dorsch wasted no time in jumping into the lead off the starting line. Following him into the first turn were Mark McDonald and Richie Thorp, who exchanged places a number of times until the fifth lap when McDonald emerged with second and managed to hold off Thorp's continued challenges. McDonald next set his sights on Dorsch, whose attempts to hold him off failed when McDonald ran around the inside of Dorsch in turn two to take the lead. At the checkered flag, it was McDonald with the win, Dorsch in second and Thorp third.

**Results**

F-1: 1. Paul Harrell (Yam); 2. Chuck Graves (Suz); 3. Peter Christensen (Suz); 4. Geep Terranova (Yam); 5. Mark McDonald (Yam).

F-2: 1. Mark McDonald (Yam); 2. Walt Dorsch (Hon); 3. Richie Thorp (Yam); 4. Frank Aragaki (Yam); 5. Glenn Tanner (Yam).

F-3: 1. Kevin Murray (Hon); 2. Chris Rogers (Yam); 3. John Ulrich (Hon); 4. Wesley Totsubo (Hon); 5. Davy Widjaja (Hon).

500 S/STK: 1. Brian Garbellini (Yam); 2. Daniel Equihua (Yam); 3. Guy Celestre (Yam); 4. Steve Reardon (Yam); 5. Antonio Nunez (Yam).

600 S/STK: 1. J. Andrew Milton (Hon); 2. Robbie Dowie (Hon); 3. Robert Miller (Hon); 4. Walt Dorsch (Hon); 5. Richard Padilla (Hon).

750 S/STK: 1. Chuck Graves (Suz); 2. David Stanton (Suz); 3. Bryan Jones (Suz); 4. Oscar Ortiz (Suz); 5. Charles Warren (Suz).

OPEN S/STK: 1. Curtis Adams (Suz); 2. Richard Munn (Suz); 3. Charles Warren (Suz); 4. Dean Vincent (Yam); 5. Paul Harrell (Yam).

550 S/BK: 1. Dave Koskinen (Yam); 2. John Reardon (Yam); 3. Guy Celestre (Yam); 4. Brian Garbellini (Yam); 5. Robert Nunez (Yam).

650 S/BK: 1. Willie Burr (Hon); 2. J. Andrew Milton (Hon); 3.


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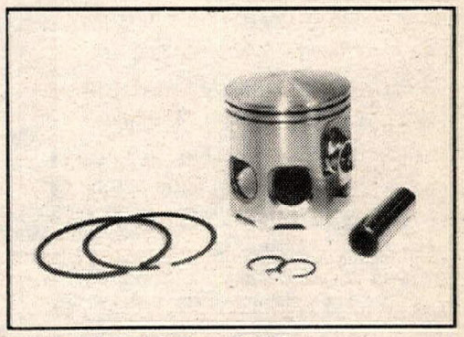

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MAMMOTH MOTOCROSS

JUNE 23, 24, 25, 26, 1994

1994 MAMMOTH MOTOCROSS SCHEDULE

- Sat/Sun., June 11&12 — Old Timers Weekend
- Thurs., June 23 — Vets (30+), Junior, Intermediate, Expert, Seniors (40+)
- Fri., June 24 — Mini bikes (No Big Wheels), Junior, Intermediate, Expert
  Open Bikes (No 250's), Junior, Intermediate, Expert
  Sound of Thunder 4-Stroke Race (1 Division Only)
  Women (1 Division Only)
- Sat., June 25 — 125cc Junior, Intermediate, Expert
- Sun., June 26 — 250cc Junior, Intermediate, Expert
- Practice Schedule — June 4 - June 10 / June 13 - June 22 *(practice closes at Noon on June 10 & June 22)*

Gate Opens
5:00 am Race Day
Practice Fee
$10 per day, per rider
Spectator Fee
Adults $10 - Kids $6 per day
Entry Fees
Jr./Int. $55 - Expert $65

*The first entry ad will appear in Cycle News Issue #20, on sale May 18th.*
*The next entry will appear in Cycle News Issue #23, on sale June 8th.*

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Walt Dorsch (Hon); 4. Robbie Dowie (Hon); 5. Geep Terranova (Yam).

750 S/BK: 1. David Stanton (Suz); 2. John Hilton (Hon); 3. Kevin Holman (Kaw); 4. Michael Fickinger (Suz); 5. Bryan Jones (Suz).

OPEN S/BK: 1. Jim VanVegten (Yam); 2. Peter Christensen (Suz); 3. Steve Moreno (Suz); 4. Dean Vincent (Yam); 5. Charles Warren (Suz).

500 MOD PROD: 1. Dave Koskinen (Yam); 2. Brian Garbellini (Yam); 3. John Reardon (Hon); 4. Robert Nunez (Yam); 5. Daniel Equihua (Yam).

600 MOD PROD: 1. Walt Dorsch (Suz); 2. J. Andrew Milton (Hon); 3. Robbie Dowie (Hon); 4. Robert Miller (Hon); 5. Geep Terranova (Yam).

750 MOD PROD: 1. Chuck Graves (Suz); 2. Oscar Ortiz (Suz); 3. Michael Fickinger (Suz); 4. John Hilton (Hon); 5. Kevin Holman (Kaw).

OPEN MOD PROD: 1. Curtis Adams (Suz); 2. Dean Vincent (Yam); 3. Richard Munn (Suz); 4. Mark Ferry (Hon); 5. Chris Voelker Sr. (Hon).

H/W BOTT: 1. Geep Terranova (Yam); 2. Bill Fennessy (Yam).

L/W BOTT: 1. Richard Munn (Suz); 2. Klaus Groeger (Hon); 3. David Diaz (Suz); 4. Steven Lilliott (Hon); 5. Karl Goldshmidt (Hon).

500 SGL: 1. Scott Fabbro (Nor); 2. Eric Scherrer (Yam); 3. Kevin Dowhower (Yam).

600 SGL: 1. Franz Volpi (Yam); 2. Steve Hill (Yam); 3. Mike Franklin (Yam); 4. Andy Sheen (Hon).

F-SGL: 1. Jody Hendley (Duc); 2. Franz Volpi (Yam); 3. Steve Hill (Yam); 4. Mike Franklin (Yam); 5. Gary Stiles (Hon).

VINT: 1. Frank Aragaki (Yam); 2. Darrell Roush (Yam); 3. Scott Fabbro (Nor); 4. Craig Beecher (Yam); 5. Scott MacAdam (Kaw).

F-40: 1. John McMahon (Hon); 2. Gary Crandall (Kaw); 3. Fred Willink (Hon); 4. Karl Lowry Sr. (Hon); 5. Danny Farnsworth (Yam).

650 NOV: 1. Todd Credaroli (Hon); 2. Donald Blum (Hon); 3. Harvey Miller (Hon); 4. Greg Talbot (Yam); 5. Jason Bates (Hon).

OPEN NOV: 1. Armando Castillo (Suz); 2. Paul Cox (Kaw); 3. Eric Ratza (Suz); 4. Luis Martinez (Suz); 5. Allen Harvey (Suz).

## Huffman hammers Golden State Motocross

**By Deanna Holbrook**

SALEM, OR, FEB. 20

Ryan Huffman used a second-moto victory to win the 125cc Pro class and consistency to earn the 250cc Pro class win at round two of Oregon's Golden State Nationals at the Salem Fairgrounds.

With an incredible turn-out of pros in both the 125 and 250cc classes, qualifiers had to be run to determine the lineup for the mains. With every gate filled, Huffman had his work cut out for him when the gate dropped. He got an excellent start in moto one and led for three laps until Danny Ulven took over first place. Jason McCormick tried to force his way through the pack along with Allan Dyck., and both found their way around Huffman. The moto ended with Ulven, McCormick, Dyck and Huffman finishing in that order.

In moto two, the tide turned. Ulven, who had trouble with starts all day, came off the line in seventh while Huffman holeshot the field and never took time to glance back. Dyck pulled a second-place start and settled in there for the duration. McCormick fell to hard luck, getting stuffed into a water barrel, but resumed unhurt in sixth. Ulven was possibly the fastest racer on the track, dicing through the massive field of talented riders, but only finished fourth. Huffman's better second moto gave him the the overall with a 4-1, while Ulven's 1-4 netted second overall. Dyck was third overall with a 3-2, McCormick had a 2-6 day for fourth and Shawn Highland was fifth with a 5-7.

Huffman again grabbed the lead after another perfect start in the first 250cc Pro moto, which he took wire to wire. Trying to knock him from his pedestal was John Stark, who hung close but was unable to capture the win. Third was local rider Jay Whipple.

In moto two, Spud Walters finally got a holeshot and was gone. Huffman went to the first turn in second and finished up in fifth, which was good enough to give him the overall and his second class win of the day.

**Results**

P/W STK: 1. Kevin Dixon (Itj); 2. Nick Lachapelle (Yam); 3. Lucas Schoen (Yam); 4. Eric Kinney (KTM); 5. Adam McDonnell (Yam).

P/W MOD: 1. Ricky Gunderson (Yam); 2. Kyle Harris (Kaw); 3. Philip Ehnat (Yam); 4. Joshua Hill (Yam); 5. D.J. Skellenger (Kaw).

60 JR: 1. Brandon Layton (Yam); 2. Kyle Harris (Kaw); 3. Ricky Gunderson (Yam); 4. Brent Line (Kaw); 5. Brandon Lachapelle (Kaw).

60 SR: 1. Kelvin Schoen (Kaw); 2. Tyler Fick (Kaw); 3. Isaac Songer (Kaw); 4. Brandon Layton (Kaw); 5. Shane Kelley (Kaw).

OPEN MINI: 1. Dusty Lenaburg (Suz); 2. Eric Williams (Kaw); 3. Michael Young (Suz); 4. Chris Church (Yam); 5. Kelvin Schoen (Kaw).

80 BEG: 1. Shawn McDougal (Yam); 2. Paul Boisselle (Yam); 2. Matt Harris (Hon); 4. Levi Kasper (Kaw); 5. Kris Dixon (Suz).

80 (9-11): 1. Kelvin Schoen (Kaw); 2. Reid Edwards (Yam); 3. Travis Taylor (Hon); 4. Shane Kelley (Kaw); 5. Isaac Songer (Hon).

80 (12-13): 1. Dusty Lenaburg (Suz); 2. Eric Williams (Kaw); 3. Gregory Blackwell (Hon); 4. Michael Young (Suz); 5. Tim Zike (Suz).

80 (14-16): 1. Mike Storm (Yam); 2. Nuria Tranchina (Hon); 3. Brett English (Kaw).

125 BEG D-1: 1. Mike Lara (Hon); 2. Jeramy Sahnow (Hon); 3. Jesse Dehut (Hon); 4. Michael John (Hon); 5. Matt Williams (Yam).

125 BEG D-2: 1. Brian Mode (Kaw); 2. Dan Laune (Suz); 3. Matt Moore (Hon); 4. Eric Hovorka (Hon); 5. Jeff Hinzman (Yam).

125 JR D-1: 1. Sean Richardson (Hon); 2. Rodney Blanton (Suz); 5. Cary Raino (Hon); 4. Ryan Henderson (Hon); 5. Sean English (Hon).

125 JR D-2: 1. Dan Hewitt (Yam); 2. Roger Gauthier (Hon); 3. Emit Barber (Hon); 4. John Morgan (Suz); 5. Chris Martinelli (Yam).

125 INT D-1: 1. Ryan Leach (Suz); 2. Ryan Terlecki (Hon); 3. Jason Mathews (Hon); 4. Eric Graves (Hon); 5. Monty Harris (Hon).

125 INT D-2: 1. Marchall Favre (Hon); 2. Chris Stevenson (Hon); 3. Larry Jones (Yam); 4. Lou Caulkins (Hon); 5. Cory Fuller (Yam).

125 PRO D-1: 1. Ryan Huffman (Kaw); 2. Allan Dyck (Yam); 3. Danny Ulven (Kaw); 4. Jason McCormick (Hon); 5. Shawn Highland (Suz).

125 PRO D-2: 1. Daren McLaughlin (Suz); 2. Kenny Olsen (Suz); 3. Dan Moore (Suz); 4. David Dailey (Suz); 5. Dan Tuengel (Hon).

250 BEG D-1: 1. Paul Meusling (Yam); 2. Rodney Tryon (Yam); 3. Mark Lokteff (Hon); 4. Brett Lybarger (Yam); 5. Jesse Dehut (Hon).

250 BEG D-2: 1. Charlie Byrd (Yam); 2. Glenn Prestholt (Kaw); 3. Lucas Gray (Kaw).

250 JR D-1: 1. Corey Shepard (Kaw); 2. Richard Postma (Kaw); 3. Dan Kauffman (Hon); 4. Travis Mullins (Suz); 5. Scott Williams (Yam).

250 JR D-2: 1. Brad Green (Suz); 2. Rich Murray (Hon); 3. Greg Harmon (Hon).

250 INT: 1. Ryan Leach (Suz); 2. John Williams (Kaw); 3. Todd Hinders (Hon); 4. Brent Wurz (Suz); 5. Larry Visco (Kaw).

250 PRO: 1. Ryan Huffman (Kaw); 2. J. Whipple (Hon); 3. Danny Ulven (Kaw); 4. Roby Leach (Han); 5. John Stark (Hon).

OPEN AM: 1. Marlow Mourer (Hon); 2. Marvin Gullings (Hon); 3. Pat Sullivan (Hon); 4. Jesse Lilly (Hon); 5. Emil Barber (Hon).

OPEN PRO: 1. Roby Leach (Hon); 2. John Stark (Hon); 3. Rod Comstock (Hon); 4. J.R. Meusling (Hon); 5. Randy Fisher (Hon).

BTH D-1: 1. Ryan Terlecki (Hon); 2. Brent Wurz (Suz); 3. Justin Lizotte (Kaw); 4. Travis Ross (Hon); 5. Jerry Clark (Hon).

BTH D-2: 1. Mitch Merritt (Hon); 2. Ryan Henderson (Hon); 3. John Morgan (Suz); 4. Jayson Sheets (Suz); 5. Steve Copher (Hon).

UTH D-1: 1. Todd Hinders (Hon); 2. Larry Visco (Kaw); 3. Monte Hill (Suz); 4. Terry Davis (Suz); 5. Ton Thalheimer (Suz).

UTH D-2: 1. Scott Williams (Yam); 2. Richard Stoner (Kaw); 3. Brad Green (Suz); 4. Michael John (Hon); 5. Roger Gauthier (Hon).

OTH JR: 1. Steve Skellenger (Suz); 2. Steve Jackson (Hon); 3. Wesley Larson (Suz); 4. Larry McCarty (Hon); 5. Chad Southard (Hon).

OTH INT: 1. Dave Silvestri (Suz); 2. Chris Berger (Hon); 3. Keith Foidel (Hon); 4. Joe Casey (Yam); 5. Dave Huerta (Hon).

OTH EX: 1. Randy Chapman (Suz).

OTH PRO: 1. Allan Dyck (Yam); 2. Don Bisceglia (5uz); 3. Don Boespflug (Kaw); 4. Larry Visco (Kaw); 5. Frank McKuhn (Yam).

OT JR: 1. Oscar Sheets (Suz); 2. Frosty Brooks (Hon); 3. Clifford Kobernik (Suz).

OT INT: 1. Nike McDonnell (Hon); 2. J.R. Meusling (Yam); 3. Leroy Smith (Hon); 4. Gary Backstrom (Suz).

OT EX: 1. Mike McDonnell (Hon); 2. J.R. Meusling (Yam); 3. Leroy Smith (Hon); 4. Frosty Brooks (Hon); 5. Gary Backstrom (Suz).

OT PRO: 1. Jim Lamkin (Hon); 2. David Eakin (Hon); 3. Terry Hamness (Kaw); 4. Dave Merklin (Suz); 5. Jim Harris (Kaw).

50+: 1. Joe Corder (Kaw); 2. Gary Bonds (Kaw); 3. Clifford Kobernik (Suz); 4. Randy Layne (KTM).

WMN: 1. Deanna Holbrook (Hon); 2. Traci Fleming (Yam); 3. Laurie Stange (Suz); 4. Taunie Stites (Yam); 5. Joni Klein (Suz).

## Waite, Pierce pound salem ST

**By Clay Light**

SALEM, OR, FEB. 27

Chris Waite, Mike Pierce and Tom Young were the dominant riders at the final race of the Oregon Indoor TT/Short Track Series at the Oregon State Fairgrounds.

Waite dominated the 50 and 60cc classes just like he did all season long to wrap up high-point honors in the class while Pierce won the 125cc A main.

Waite, riding a Yamaha, sat on the pole for the 50cc Modified A main and breezed to an easy win ahead of Aaron Rice and Randy Pesek. He then came back one race later to do the same in the 60cc A main where he beat Honda rider Duane Ash and Kawasaki-mounted Joel Ard.

A climactic battle between Beau Brown and Pierce for top 80cc A main honors went Brown's way by a wheel. Tim Ricketts Jr. finished third ahead of Waite, Ard, Matt McCoy and Sean Light.

Pierce came back to pound the field of 125cc contestants. But it wasn't as easy as usual, as Brown and Greg Bisson chased the Suzuki rider to the finish. Pierce netted the win while Greg Bisson, Brown, Sean Light and Amy Light rounded out the top five.

Young lost out to Yamaha rider Aaron Waggoner in the Open A main, but came bounching back to top two highly competitive finals, the Open Pro and 30+ events. CN

**Results**

OPEN PRO: 1. Tom Young (ATK); 2. Frank Crane (Hon); 3. Aaron Waggoner (Yam); 4. Tim Ricketts Sr. (Bul); 5. Lee Thompson (Hon).

50 STK A: 1. Duane Ash (Yam); 2. Randy Pesek (KTM); 3. Corey Bye (Suz); 4. Ryan Bisson (Yam).

50 MOD A: 1. Chris Waite (Yam); 2. Aaron Rice (Yam); 3. Randy Pesek (KTM).

60 A: 1. Chris Waite (Kaw); 2. Duane Ash (Hon); 5. Joel Ard (Kaw); 4. Matt McCoy (Kaw).

80 A: 1. Beau Brown (Kaw); 2. Mike Pierce (Suz); 3. Tim Ricketts Jr. (Hon); 4. Chris Waite (Kaw); 5. Joel Ard (Kaw).

125 A: 1. Mike Pierce (Suz); 2. Greg Bisson (Hon); 3. Beau Brown (Kaw); 4. Sean Light (Kaw); 5. Amy Light (Hon).

OPEN A: 1. Aaron Waggoner (Yam); 2. Tom Young (ATK); 3. Tim Ricketts Sr. (Bul).

30+ 1. Tom Young (ATK); 2. Tim Ricketts Sr. (Bul); 3. Lee Thompson (Hon).

KNBBY SLOW A: 1. Don Strom (Kaw); 2. Darin Reutter (Hon); 3. Les McCloud (Hon); 4. Joel Bye (Hon).


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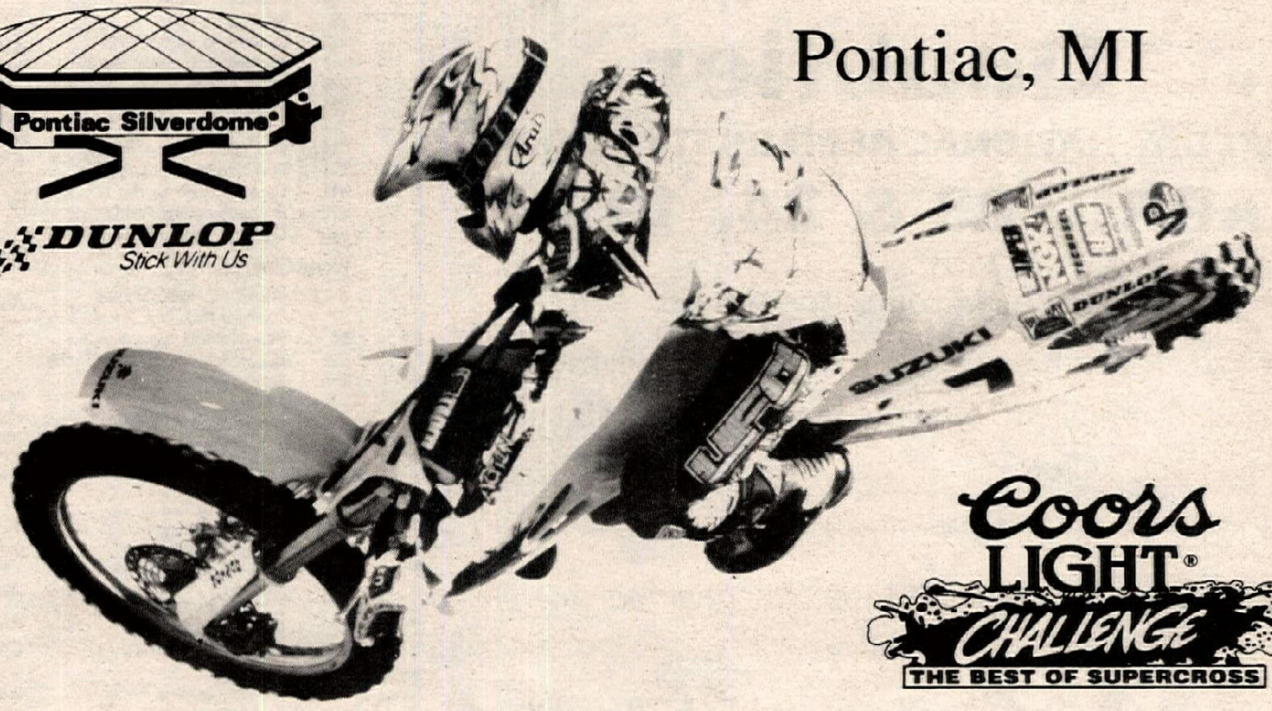

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Doug Henry, Jeff Emig and Jeremy McGrath provided the fireworks in the battle of the 125cc class. When all was over and the dust settled, it was Henry crowned king of the hill.

The heat continued at Troy, Ohio's MX338 course as Team Kawasaki teammates Kiedrowski and LaRocco fought it out for the day's honors.

Doug Henry and Jeff Emig took their battle all the way to the checkered flag for the honors of the AMA 125cc National MX Championship.

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|---|---|
| AA | A |
| A | B |
| B | C |
| C | |

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|---|---|---|---|
| | 0-125 | | Vet 30-39 Yrs |
| | 126-200 | | Senior 40-49 Yrs |
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I hereby acknowledge that I am aware of the dangers incident to this event and voluntarily and knowingly enter with said knowledge. I further acknowledge that I am aware of the fact that any injuries or damages sustained by me due to my participation in this event maybe of a permanent and grave nature and I nevertheless voluntarily and knowingly enter in said event. I further acknowledge that during the course of said event there may be times at which not actively participating is said event. I may be a spectator and that I may sustain permanent or grave injuries as a spectator and I nevertheless voluntarily and knowingly assume such risk. I further acknoledge that I may sustain permanent or grave injuries as either a participant or spectator at this event due to the negligence of other persons including participants. The American Motorcyclist Association, The High Sierra Motorcycle Club or its members the referee or other officials. The Carson Valley Inn, and that with this in mind I nevertheless voluntarily assume such risk.

**I have read this entry blank and agree to the above conditions.**

**Riders Signature** _____ **Date**_____ **Riders Age** _____


# CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

## CHAMPIONSHIP EVENTS

### World Championship Road Race Series

3/27 Eastern Creek, Australia, Rnd 1
4/10 Shah Alam, Malaysia, Rnd 2
4/24 Suzuka City, Japan, Rnd 3
5/8 Jerez, Spain, Rnd 4
5/22 Salzburgring, Austria, Rnd 5
6/12 Hockenheim, Germany, Rnd 6
6/25 Assen, Holland, Rnd 7
7/3 Mugello, Italy, Rnd 8
7/17 Le Mans, France, Rnd 9
7/24 Donington Park, Eng., Rnd 10
8/21 Brno, Czechoslovakia, Rnd 11
9/11 Monterey, California, Rnd 12
9/25 Buenos Aires, Arg., Rnd 13
10/9 Catalunya, Spain, Rnd 14

### World Championship Superbike Road Race Series

5/1 Donington Park, Eng., Rnd 1
5/8 Hockenheim, Germany, Rnd 2
5/22 Misano, Italy, Rnd 3
6/12 Estoril, Portugal, Rnd 4
6/19 Albacete, Spain, Rnd 5
7/17 Osterreichring, Austria, Rnd 6
8/21 Johor, Malaysia, Rnd 7
8/28 Sugo, Japan, Rnd 8
9/11 Assen, Holland, Rnd 9
9/25 Mugello, Italy, Rnd 10
10/9 Jerez, Spain, Rnd 11
10/30 Sentul, Indonesia, Rnd 12
11/6 Buenos Aires, Arg., Rnd 13

### World C'ship 125cc MX Series

3/27 Bra, Italy, Rnd 1
4/10 Chaulieu, France, Rnd 2
4/24 Guaruja, Brazil, Rnd 3
5/1 Cosquin, Argentina, Rnd 4
5/15 Bellpuig, Spain, Rnd 5
6/5 Hagabanene, Sweden, Rnd 6
6/19 Kaposvar, Hungary, Rnd 7
7/3 Manjimup, Australia, Rnd 8
7/17 Borgo Mag, San Marino, Rnd 9
7/31 Goldbach, Germany, Rnd 10
8/7 Foxhill, England, Rnd 11
8/28 Borgloon, Belgium, Rnd 12

### World C'ship 250cc MX Series

3/20 Jerez, Spain, Rnd 1
3/27 Valkenswaard, Holland, Rnd 2
4/24 Montevarzhi, Italy, Rnd 3
5/1 Schwanenstadt, Austria, Rnd 4
5/8 Ernee, France, Rnd 5
5/15 Gdynia, Poland, Rnd 6
6/12 Lommel, Belgium, Rnd 7
6/19 Foxhill, England, Rnd 8
6/26 Holice, Czechoslovakia, Rnd 9
7/10 Uddevalla, Sweden, Rnd 10
7/17 Heinola, Finland, Rnd 11
7/31 Budds Creek, U.S., Rnd 12
8/7 Maracay, Venezuela, Rnd 13
8/21 Suzuka City, Japan, Rnd 14
9/4 Gaildorf, Germany, Rnd 15

### World C'ship 500cc MX Series

4/10 Payerne, Switzerland, Rnd 1
4/24 Sittendorf, Austria, Rnd 2
5/7 Killinchy, Ireland, Rnd 3
5/15 Hawkstone Park, Eng., Rnd 4
5/29 Arco di Trento, Italy, Rnd 5
6/5 Sverepec, Slovenia, Rnd 6
6/19 Mill, Holland, Rnd 7
6/26 Blangies, France, Rnd 8
7/3 Arganil, Portugal, Rnd 9
7/17 Folkendange, Lxmbrg., Rnd 10
8/7 Namur, Belgium, Rnd 11
8/21 Hertzgerlingen, Germ., Rnd 12

### World Championship Supercross Series

10/15 Atlanta, GA, U.S., Rnd 1
10/5-6 Barcelona, Spain, Rnd 2
10/12-13 Paris, France, Rnd 3
10/26-27 Tokyo, Japan, Rnd 4
12/2-3 Geneva, Switzerland, Rnd 5

### Motocross des Nations

9/11 Roggenburg, Switzerland

### International Six Day Enduro

9/20-25 Tulsa, OK

### AMA Grand Nat'l C'ship Series

3/12 Daytona, FL, Rnd 1
4/23 Sacramento, CA, Rnd 2
5/14 Pomona, CA, Rnd 3
5/29 DuQuoin, IL, Rnd 4
6/4 Mineralwells, WV, Rnd 5
6/18 Dallas, TX, Rnd 6
6/25 Lima, OH, Rnd 7
7/2 *Mechanicsburg, PA, Rnd 8
7/9 Lake Odessa, MI, Rnd 9
7/16 Hagerstown, MD, Rnd 10
7/23 *Sedalia, MO, Rnd 11
7/30 Oklahoma City, OK, Rnd 12
8/7 Peoria, IL, Rnd 13
8/10 Rapid City, SD, Rnd 14
8/13 Denver, CO, Rnd 15
8/20 Indianapolis, IN, Rnd 16
8/28 Tulsa, OK, Rnd 17
9/4 Springfield, IL, Rnd 18
9/10 Castle Rock, WA, Rnd 19
9/17 Sacramento, CA , Rnd 20
10/8 Pomona, CA, Rnd 21
10/16 *Del Mar, CA, Rnd 22
*Tentative
Info 614/891-2425

### AMA Camel Supercross Series

3/12 Daytona Beach, FL, Rnd 7
3/19 Indianapolis, IN, Rnd 8
3/26 Charlotte, NC, Rnd 9
4/9 Pontiac, MI, Rnd 10
4/16 Minneapolis, MN, Rnd 11
4/23 Irving, TX, Rnd 12
5/7 Seattle, WA, Rnd 13
6/4 San Jose, CA, Rnd 14
6/11 Las Vegas, NV, Rnd 15
Info 614/891-2425

### AMA 125/250cc National Championship MX Series

5/1 Sacramento, CA, Rnd 2
5/22 Budds Creek, MD, Rnd 3
5/29 Mt. Morris, PA, Rnd 4
6/26 Southwick, MA, Rnd 5
7/3 Buchanan, MI, Rnd 6
7/17 New Berlin, NY, Rnd 7
7/24 Troy, OH, Rnd 8
8/7 Millville, MN, Rnd 9
8/14 Washougal, WA, Rnd 10
8/28 Binghamton, NY, Rnd 11
9/4 Delmont, PA, Rnd 12
Info 614/891-2425

### AMA U.S. Superbike Championship Series

3/3-13 Daytona Beach, FL, Rnd 1
3/25-27 Phoenix, AZ, Rnd 2
4/8-10 Pomona, CA, Rnd 3
5/20-22 Monterey, CA, Rnd 4
6/10-12 Elkhart Lake, WI, Rnd 5
6/17-19 Loudon, NH, Rnd 6
7/15-17 Lexington, OH, Rnd 7
7/29-31 Brainerd, MN, Rnd 8
8/19-21 Sonoma, CA, Rnd 9
9/16-18 Braselton, GA, Rnd 10
Info 614/891-2425

### AMA/CCS C'ship Cup Series

**Florida Region**
3/19-20 Palm Beach Gardens, FL
4/30-5/1 Palm Beach Gardens, FL
5/28-29 Bloomingdale, GA
5/30 Palm Beach Gardens, FL
6/18-19 Talladega, AL
7/9-10 Palm Beach Gardens, FL
7/30-31 Bloomingdale, GA
8/13-14 Palm Beach Gardens, FL
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA
9/24-25 Palm Beach Gardens, FL
10/15-16 Palm Beach Gardens, FL
12/11 Palm Beach Gardens, FL

**Southeast Region**
4/9-10 Bloomingdale, GA
5/28-29 Bloomingdale, GA
6/18-19 Talladega, AL
6/25-26 Braselton, GA
7/30-31 Bloomingdale, GA
8/13-14 Braselton, GA
8/27-28 Talladega, AL
9/3-4 Bloomingdale, GA
9/17-18 Braselton, GA

**Mid-Atlantic Region**
4/9-10 Bloomingdale, GA
4/30-5/1 Summit Point, WV
5/28-29 Bloomingdale, GA
6/11-12 Summit Point, WV
6/25-26 Braselton, GA
7/16-17 Summit Point, WV
8/13-14 Braselton, GA
9/10-11 Summit Point, WV

**Mid-West Region**
4/2-3 Topeka, KS
4/16-17 Rockton, IL
4/23-24 Elkhart Lake, WI
5/21-22 Brainerd, MI
6/4-5 Rockton, IL
6/25-26 Braselton, GA
7/2-3 Grattan, MI
7/16-17 Rockton, IL
8/13-14 Rockton, IL
9/17-18 Grattan, MI

**Great Lakes Region**
4/23-24 Grattan, MI
5/21-22 Brainerd, MN
6/11-12 Grattan, MI
7/2-3 Grattan, MI
7/16-17 Rockton, IL
7/30-31 Rockton, IL
8/13-14 Rockton, IL
9/17-18 Grattan, MI
10/8-9 Grattan, MI

**Great Plains Region**
4/2-3 Topeka, KS
5/7-8 Topeka, KS
5/21-22 Brainerd, MN
6/4-5 Rockton, IL
7/16-17 Rockton, IL
8/6-7 Topeka, KS

**South West Region**
3/12-13 Las Vegas, NV
5/14-15 Chandler, AZ
6/4-5 Las Vegas, NV
6/18-19 Chandler, AZ
9/3-4 Las Vegas, NV
9/17-18 Chandler, AZ
10/8-9 Chandler, AZ
12/3-4 Chandler, AZ

**Utah Region**
4/30-5/1 Bonneville, UT
5/21-22 Bonneville, UT
6/11-12 Bonneville, UT
7/9-10 Bonneville, UT
8/13-14 Bonneville, UT
9/10-11 Bonneville, UT
9/24-25 Bonneville, UT

**North East Region**
4/23-24 Loudon, NH
5/7-8 Loudon, NH
5/28-29 Bridgehampton, NY
6/11-12 Loudon, NH
7/2-3 Bridehampton, NY
7/16-17 Loudon, NH
8/6-7 Bridgehampton, NY
8/27-28 Loudon, NH
9/3-4 Bridgehampton, NY
9/17-18 Loudon, NH
10/8-9 Loudon, NH
*Tentative
Info 704/684-4297

### AMA National Championship Enduro Series

3/27 Turkey, TX, Rnd 3
4/1 Perkinston, MS, Rnd 4
6/5 Wrentham, MA, Rnd 5
6/12 Wellston, OH, Rnd 6
7/24 Rose City, MI, Rnd 7
10/16 Lucerne Valley, CA, Rnd 8
10/30 Bear, DE, Rnd 9
Info: 614/891-2425

### AMA Nat'l Championship Reliability Enduro Series

3/19-20 Ozark Nat'l Forest, AR, Rnd 1
4/16-17 Crosbyton, TX, Rnd 2
4/23-24 Minden, NV, Rnd 3
5/14-15 Tillamook, OR, Rnd 4
5/21-22 Olympia, WA, Rnd 5
5/28-29 McArthur, OH, Rnd 6
6/25-26 McMinnville, OR, Rnd 7
7/9-10 Speedsville, NY, Rnd 8
Info: 614/891-2425

### AMA Wiseco/Yamaha/ Dunlop Grand National Cross Country Series

3/8 Ocala, FL, Rnd 1
3/13 Sumpter, SC, Rnd 2
3/27 Hurricane Mills, TN, Rnd 3
4/24 Brownsville, PA, Rnd 4
5/8 Sharpsburg, MD, Rnd 5
5/22 Boyers, PA, Rnd 6
6/5 Laurelville, OH, Rnd 7
6/19 Davis, WV, Rnd 8
8/28 Millfield, OH, Rnd 9
10/2 Bunner Ridge, WV, Rnd 10
10/16 Elizabeth, WV, Rnd 11
10/30 Mt. Morris, PA, Rnd 12

### AMA National Championship Hare Scrambles Series

3/27 Hurricane Mills, TN, Rnd 3
4/10 Redding, CA, Rnd 4
7/17 Kahoka, MO, Rnd 5
7/31 South Edmeston, NY, Rnd 6
10/9 Silver City, ID, Rnd 7
10/23 Millfield, OH, Rnd 8
11/6 Lynneville, IN, Rnd 9
Info: 614/891-2425

### AMA National Championship Hare & Hound Series

4/9 Jericho, UT, Rnd 3
4/30 Wendover, UT, Rnd 4
10/2 Reno, NV, Rnd 5
10/23 Lucerne Valley, CA, Rnd 6
11/6 Carson City, NV, Rnd 7
Info: 614/891-2425

### AMA National Championship Hillclimb Series

5/15 Middlebury, IN, Rnd 1
6/5 Jefferson, PA, Rnd 2
6/12 Freemansburg, PA, Rnd 3
6/19 Avoca, NY, Rnd 4
7/30 Haydenville, OH, Rnd 5
8/7 Norton Shores, MI, Rnd 6
9/4 Monson, MA, Rnd 7
9/11 Freemansburg, PA, Rnd 8
9/18 Middlebury, IN, Rnd 9
9/25 Jefferson, PA, Rnd 10
10/1 Asheville, NC, Rnd 11
10/9 Oregonia, OH, Rnd 12
Info 614/891-2425

**AMA/NATC National Championship Observed Trials**
3/19 Brooksville, FL, Rnd 1
3/20 Brooksville, FL, Rnd 2
5/28 Alma, NY, Rnd 3
5/29 Mainesburg, PA, Rnd 4
5/30 Steubenville, OH, Rnd 5
6/24-25 Truckee, CA, Wrld Rnd
7/30 Casper, WY, Rnd 6
7/31 Casper, WY, Rnd 7
8/6 Nehawka, NE, Rnd 8
8/7 Nehawka, NE, Rnd 9

**Nevada Rally**
8/13-20 Las Vegas, NV
Info 619/562-1440

**Land of Enchantment Endurance Rally**
9/26-30 Clovis, NM
Info 505/985-2374

**AMA Loretta Lynn Qualifying Series**
**Northeast Region**
4/2 Hanover, PA
4/9-10 Wallkill, NY
4/23-24 Aquasco, MD
4/23-24 Armaugh, PA
4/30-5/1 South Edmeston, NY
5/7-8 Jacksonville, PA
5/21-22 Starvation Point, WV
6/11-12 Amateur Regional Budds Creek, MD
6/25-26 Youth Regional Delmont, PA
**Southeast Region**
3/27 Reddick, FL
4/2-3 Kingsport, TN
4/9-10 Sanford, NC
4/16-17 Society Hill, SC
4/23-24 Axton, VA
4/30-5/1 Macon, GA
5/14-15 Christiana, TN
6/18-19 Youth Regional Blountville, TN
6/25-26 Amateur Regional Gainesville, FL
**Southcentral Region**
3/26 Tyler, TX
4/17 Great Bend, KS
5/15 Rio Vista, TX
6/18-19 Amateur/Youth Regional Rio Vista, TX
*** Southwest Region**
6/18 Moreno Valley, CA
*** Midwest Region**
5/29 Hollister, CA
*** Northwest Region**
5/22 Roseburg, OR
**Mideast Region**
3/26-27 London, KY
4/9-10 Millfield, OH
4/17-18 Stanton, MI
4/30-5/1 Hortonville, IN
5/7-8 Marion, OH
5/14-15 Millington, MI
5/28-29 N. Webster, IN
6/5 Buchanan, MI
6/18-19 Amateur Regional Sugar Grove, OH
6/25-26 Youth Regional Mitchell, IN
**Northcentral Region**
4/9-10 Lowes, KY
4/17 Great Bend, KS
4/23-24 Hoopeston, IL
4/30-5/1 Lamoni, IA
5/7-8 Lake Mills, WI
5/14-15 Kahoka, MO
5/21-22 Casey, IL
6/25-26 Amateur Regional Casey, IL
6/18-19 Youth Regional Kahoka, MO
Info 304/594-1157

**AMA Loretta Lynn Nationals**
8/8-13 Hurricane Mills, TN
Info 304/594-1157

**NMA World Mini Grand Prix**
4/8-10 Las Vegas, NV
Info 310/868-8112

**NMA Grand National MX Finals**
8/2-6 Ponca City, OK
Info 310/868-8112

**SCORE Desert C'ship Series**
6/3-5 Baja Calif., Mex.
11/10-13 Baja Calif., Mex.

**Best in the Desert Silver State Series**
3/11-13 Jean, NV, Rnd 2
4/15-17 Caliente, NV, Rnd 3
5/15 Pioche, NV, Rnd 4
6/10-12 Ely, NV, Rnd 5
9/9-11 Tonopah, NV, Rnd 6
12/2-4 Laughlin, NV, Rnd 7
Info: 702/457-5775

**AMA/Prostar Drag Race Series**
4/8-10 Commerce, GA, Rnd 2
4/29-5/1 Rockingham, NC, Rnd 3
6/17-19 Richmond, VA, Rnd 4
7/10 Budds Creek, MD, Rnd 5
7/29-31 Indianapolis, IN, Rnd 6
9/9-11 Atco, NJ, Rnd 7
10/7-9 Bowling Green, KY, Rnd 8
11/18-20 Gainesville, FL, Rnd 9
Info 205/852-1101

**AMA Mid-South C'ship Winter Hare Scrambles Series**
4/17 Fordsville, KY, Rnd 6
Info 615/331-1475

**AMA Mega Series**
3/13 Blountville, TN, Rnd 1
3/20 Kingsport, TN, Rnd 2
4/2-3 Kingsport, TN, Rnd 3
4/10 Macon, GA, Rnd 4
4/17 Blountville, GA, Rnd 5
5/1 London, KY, Rnd 6
5/14-15 Blountville, TN, Rnd 7
6/12 Blountville, TN, Rnd 8
7/2-3 Axton, VA, Rnd 9
7/9-10 Blountville, TN, Rnd 10
7/17 Wytheville, VA, Rnd 11
9/10-11 Blountville, TN, Rnd 12
9/18 London, KY, Rnd 13
10/2 Blountville, TN, Rnd 14
10/22-23 Blountville, TN, Rnd 15
Info 615/323-5497

**AMA/District 37 Dual Sport Ride Series**
3/20 Colton, CA
3/27 Gorman, CA
4/16-17 Newhall, CA
4/30-5/1 Death Valley, CA
5/8 Apple Valley, CA
5/22 Hemet, CA
6/11-12 Lake Isabella, CA
6/25-26 Mammoth Lakes, CA
7/9-10 Bass Lake, CA
7/24 Kennedy Meadows, CA
8/7 Sun Valley, CA
8/20-21 Huntington Lake, CA
9/11 Pioneertown, CA
9/25 Big Bear, CA
10/8-9 Bishop, CA
10/23 Saugus, CA
11/6 Hesperia, CA
11/25-26 LA-Barstow-Vegas
11/28-29 Vegas-Barstow-LA
12/10-11 Ontario, CA
Info: 818/249-2141

**WERA Pro Road Race Series**
4/22-24 Braselton, GA, Rnd 1
5/24-26 Shannonville, ON, Can., Rnd 2
8/5-7 Pocono, PA, Rnd 3
8/26-28 Portland, OR, Rnd 4
10/26-30 Braselton, GA, Rnd 5
Info 916/582-0451

**WERA Regional C'ship Series**
**Mid-Atlantic Region**
4/9-10 Summit Point, WV
5/21-22 Summit Point, WV
6/4-5 Garrettsville, OH
6/18-19 Long Pond, PA
6/25-26 Rockingham, NC
7/9-10 Garrettsville, OH
7/30-31 Summit Point, WV
8/5-7 Long Pond, PA
9/3-4 Garrettsville, WV
9/24-25 Shannonville, ON, Can.
10/8-9 Summit Point, WV
**Southeast Region**
3/19-20 Faulkville, GA
3/25-27 Talladega, AL
4/30-31 Faulkville, GA
5/14-15 Talladega, AL
6/11-12 Faulkville, GA
6/25-26 Rockingham, NC
7/16-17 Talladega, AL
8/5-7 Long Pond, PA
8/20-21 Talladega, AL
9/9-11 Millington, TN
10/1-2 Faulkville, GA
**North Central Region**
4/2-3 Clermont, IN
4/9-10 Grattan, MI
4/23-24 Mt. Meridan, IN
5/6-8 Grattan, MI
5/21-22 Mt. Meridan, IN
6/25-26 Grattan, MI
7/9-10 Mt. Meridan, IN
7/22-24 Clermont, IN
8/5-7 Long Pond, PA
8/27-28 Beloit, IL
9/10-11 Grattan, MI
9/23-25 Shannonville, Ont, CAN
10/8-9 Mt. Meridan, IN
**Mid-Central Region**
4/2-3 Clermont, IN
4/23-24 Mt. Meridan, IN
5/21-22 Mt. Meridan, IN
6/4-5 Hallet, OK
6/18-19 E. St. Louis, IL
7/22-24 Clermont, IN
8/5-7 Long Pond, PA
8/20-21 Talladega, AL
9/9-11 Millington, TN
9/24-25 Hallett, OK
10/8-9 Mt. Meridan, IN
**South Central Region**
3/12-13 Henderson, TX
4/9-10 College Station, TX
4/30-5/1 Henderson, TX
5/28-29 Hallet, OK
6/25-26 Henderson, TX
7/16-17 Henderson, TX
8/6-7 College Station, TX
9/3-4 Hallett, OK
9/9-11 Millington, TN
10/8-9 College Station, TX

**WERA Grand National Final**
10/26-30 Braselton, GA
Info 916/582-0451

**WERA Nat'l Challenge 1100, 750 & 600cc Superstock Series**
3/25-27 Talladega, AL, Rnd 1
4/22-24 Braselton, GA, Rnd 2
5/6-8 Grattan, MI, Rnd 3
5/21-22 Summit Point, WV, Rnd 4
6/24-26 Shannonville, Ont, CAN, Rnd 5
7/9-10 Mt. Meridan, IN, Rnd 6
7/22-24 Clermont, IN, Rnd 7
8/5-7 Long Pond, PA, Rnd 8
8/26-28 Portland, OR, Rnd 9
9/9-11 Millington, TN, Rnd 10

**WERA National Challenge Formula III Series**
3/25-27 Talladega, AL, Rnd 1
4/22-24 Braselton, GA, Rnd 2
5/6-8 Grattan, MI, Rnd 3
5/21-22 Summit Point, WV, Rnd 4
6/24-26 Shannonville, Ont, CAN, Rnd 5
7/22-24 Clermont, IN, Rnd 6
8/5-7 Long Pond, PA, Rnd 7
8/26-28 Portland, OR, Rnd 8
9/9-11 Millington, TN, Rnd 9
10/26-30 Final, Braselton, GA

***WERA Nat'l Endurance Series**
3/26 Talladega, AL, Rnd 1
4/23 Braselton, GA, Rnd 2
5/7 Grattan, MI, Rnd 3
5/21 Summit Point, WV, Rnd 4
7/9 Mt. Meridan, IN, Rnd 5
7/23 Clermont, IN, Rnd 6
8/27 Portland, OR, Rnd 7
9/10 Millington, TN, Rnd 8
9/24 Shannonville, Ont, CAN, Rnd 9
10/28 Final, Braselton, GA
*Tentative

**WERA National Vintage Series**
3/19 Faulkville, GA, Rnd 1
4/2 Clermont, IN, Rnd 2
4/9 Summit Point, WV, Rnd 3
4/10 College Station, TX, Rnd 4
4/23 Mt. Meridan, IN, Rnd 5
4/30 Faulkville, GA, Rnd 6
5/1 Henderson, TX, Rnd 7
5/14 Talladega, AL, Rnd 8
6/4 Garrettsville, OH, Rnd 9
6/5 Hallett, OK, Rnd 10
6/18 E. St. Louis, IL, Rnd 11
6/18 Long Pond, PA, Rnd 12
6/25 Rockington, NC, Rnd 13
7/9 Garrettsville, OH, Rnd 14
7/17 Henderson, TX, Rnd 15
7/30 Summit Point, WV, Rnd 16
8/7 College Station, TX, Rnd 17
8/20 Talladega, AL, Rnd 18
8/27 S. Beloit, IL, Rnd 19
9/10 Grattan, MI, Rnd 20
10/1 Faulkville, GA, Rnd 21
10/8 Summit Point, WV, Rnd 22
10/27 Final, Braselton, GA

**AHRMA Historic Cup Series**
3/7 Daytona, FL
4/16-17 Putnam Park, IN
5/7-8 Las Vegas, NV
5/21-22 Grattan, MI
6/18-19 Blackhawk Farms, WI
7/2-3 Loudon, NH
7/9-10 Sears Point, CA
7/16-17 Road Atlanta, GA
7/30 St. Louis, MO
9/17 Steamboat Springs, CO
Info 715/842-9699

**BMW Classic Cup Series**
3/7 Daytona, FL
5/21-22 Grattan, MI
7/16-17 Road Atlanta, GA
9/17 Steamboat Springs, CO
Info 715/842-9699

**AHRMA Sound of Singles/ Battle of Twins Series**
3/7 Daytona, FL
4/16-17 Putnam Park, IN
5/7-8 Las Vegas, NV
5/21-22 Grattan, MI
7/9-10 Sears Point, CA
7/16-17 Road Atlanta, GA
7/30 St. Louis, MO
Info 715/842-9699

***AHRMA/Vintage Iron National MX Series**
3/19 *Thunder Mtn, TX
4/16 Muddy Creek, TN
4/24 Sandhill Ranch, CA
5/21 Grattan, MI
6/11 Unadilla, NY
6/26 Eugene, OR
7/2 Peoria, IL
7/23 Hurricane Hills, PA
8/6 Southwick, MA


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STATE FAIR SPEEDWAY
SEDALIA, MISSOURI
1/2 MILE DIRT TRACK

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SATURDAY, JULY 23rd
8:00 P.M.

CHAMPIONSHIP
GATES OPEN 9:00 a.m.
PRACTICE 1:00 p.m.
TIME TRIALS 5:00 p.m.
RACES 8:00 p.m.

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March 19, 1994 thru May 7, 1994
GREAT NEW TRACK LAYOUT
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4 MILES NORTH OF PERRIS
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| 5+ | $50.00 | $25.00 | | | | $75.00 |
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| 20+ | $150.00 | $100.00 | $50.00 | $25.00 | | $325.00 |
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GATES OPEN: 3:00 PM
PRACTICE: 4:30 PM
RACING: 6:00 PM

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MOTORCYCLE PARK
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• Two combined motorcycle and ATV tracks.
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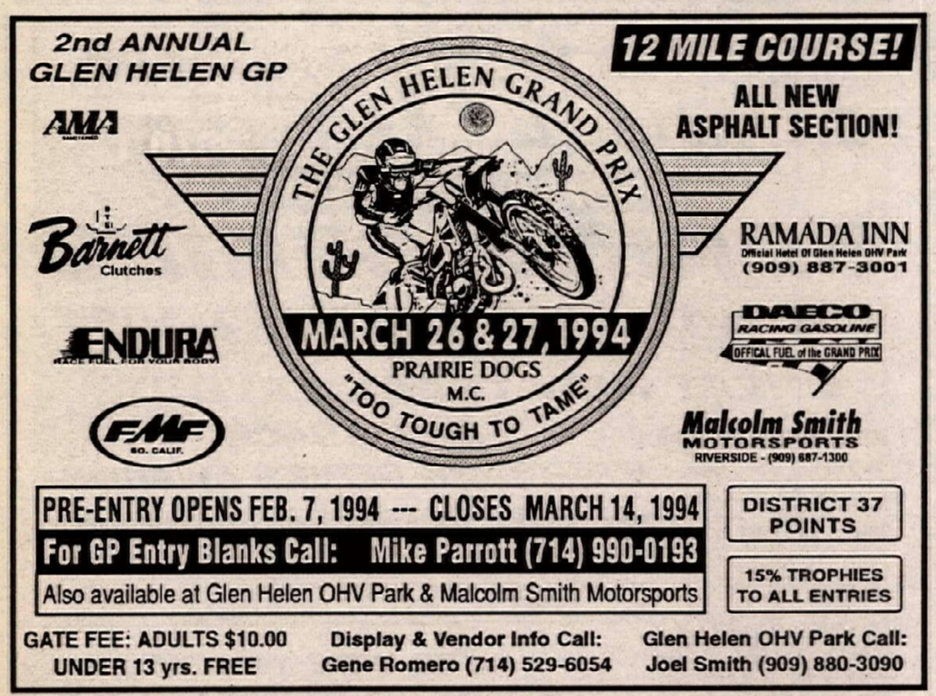


**SPEEDWAY RACING**
Every Friday Night
Orange County Fairgrounds
Costa Mesa, California
Info: (714) 492-9933

| | |
|---|---|
| April 1 | Regular Season Begins |
| April 8 | Handicap & Scratch Racing |
| April 15 | Handicap & Scratch Racing |
| April 22 | Handicap & Scratch Racing |

**Northern Cal. GFI Spring Series**
*Over $10,000 in Products and Contingency*

| | | |
|---|---|---|
| Sun., Mar. 13 | Oatfield | Round 1 |
| Sun., Mar. 20 | Hanford | Round 2 |
| Sun., Mar. 27 | Hollister | Round 3 |
| Sun., April 10 | Oatfield | Round 4 |
| Sun., April 17 | Hanford | Final |

Info: Oatfield, Hollister (209) 667-7109 Hanford (209) 584-8532

**GFI RACING (909) 371-3434**

| | | |
|---|---|---|
| Sat., Mar. 12 | GFI Super Sat. Morn. MX | Perris |
| Sat., Mar. 19 | GFI Super Sat. Morn. MX | Perris |
| Sat., Mar. 26 | GFI Super Sat. Morn. MX | Perris |
| Sat., Apr. 2 | GFI Super Sat. Morn. MX | Perris |

A RIDER FOR THE RIDERS


# CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

8/20 Budds Creek, MD
8/27 *Honda Hills, OH
9/16 Steamboat Springs, CO
10/23 Hollister Hills, CA
* Tentative
Info 715/842-9699

### *AHRMA/Classic Bike Magazine Dirt Track Series
7/3 TT Peoria, IL
7/8 *FT/TT Odessa, MI
8/11 Rapid City, SD
8/27 *Honda Hills, OH
8/28 Lake Odessa, MI
9/14 Hayden, CO
10/8 Flat River, MO
10/15-18 *Del Mar, CA
* Tentative
Info 715/842-9699

### AHRMA/British Bike Magazine Trials Series
3/9 Ocala, FL
4/23 Sandhill Ranch, CA
5/22 Grattan, MI
7/3 Peoria, IL
9/15 Steamboat Springs, CO
10/9 Flat River, MO
10/22 Hollister Hills, CA
Info 715/842-9699

### AHRMA Mid-Atlantic Trials Series
3/20 Union Bridge, MD
4/16 Warrensville, PA
5/14-15 Toronto, OH
6/5 Granogue, DE
8/7 Mainesburg, PA
8/13 Toronto, OH
9/10 Farrandsville, PA
10/9 Toughkenamon, PA
Info 410/775-7209

### *AHRMA Midwest MX Series
4/3 Casey, IL
5/21 Grattan, MI
6/4 Denmark, WI
7/2 Peoria, IL
8/7 *Casey, IL
8/27 Honda Hills, OH
9/18 Spring Grove, IL
10/8 Aztalan, WI
10/23 Casey, IL
Info 414/684-4331
* Tentative

### *AHRMA NorCal MX Series
3/20 Livermore, CA
4/24 Sandhill Ranch, CA
5/15 *Dixon, CA
7/31 Carson City, NV
8/14 Monterey, CA
9/25 Fernley, NV
10/23 Hollister, CA
Info 408/663-4014

### AHRMA Northeast MX Series
4/30 New Egypt, NJ
5/21 Modena, NY
6/11 New Berlin, NY
7/23 Clifford, PA
8/6 Southwick, MA
8/20 Budds Creek, MD
9/5 Englishtown, NJ
9/25 Southwick, MA
Info 201/767-9054

### AHRMA Rocky Mountain MX Series
3/27 Denver, CO
5/15 Casper, WY
6/12 Preston, ID
7/9-10 Denver, CO
9/16 Steamboat Springs, CO
10/TBA TBA, CO
Info: 715/842-9699

### AHRMA SoCal MX Series
4/10 San Bernardino, CA
5/22 Adelanto, CA
6/5 San Bernardino, CA
10/9 Palmdale, CA
Info: 714/897-8265

### AHRMA West MX Series
5/6 Palmdale, CA
4/24 Brentwood, CA
6/12 Preston, ID
6/26 Eugene, OR
9/25 Fernley, NV
10/9 Palmdale, CA
10/23 Hollister, CA
11/6 Tulare, CA

### NETRA C'ship Enduro Series
5/1 Freetown, MA
5/22 W. Greenwich, RI
6/5 Plainville, MA
6/12 Somers, CT
7/24 Oxford, MA
7/31 New Boston, MA
9/11 Windsor, MA
10/2 Wrentham, MA
10/23 Chester, CT
11/6 Stafford, CT
Info 203/875-5757

### NETRA Championship Hare Scrambles Series
4/17 Monticello, NY
5/15 Fishouse, NY
6/26 Thomaston, CT
7/3 Chelsea, VT
7/10 Union, CT
7/17 Windsor, MA
8/7 Searsport, ME
8/14 Union, CT
8/21 Temple, NH
8/28 Cheshire, MA
9/4 W. Glocester, RI
9/18 Petersburg, NY
9/25 W. Greenwich, RI
10/9 Fishouse, NY
10/16 Assonet, MA
11/13 Barkhampsted, CT
Info 203/875-5757

### NETRA Turkey Run Series
5/15 W. Greenwich, RI
6/11-12 Loudon, NH
6/26 Adams, MA
8/7 Adams, MA
8/14 Newport, NH
8/21 Gardner, MA
9/11 Swiftwater, NH
9/18 New Boston, MA
10/9 Washington, MA
10/16 Winchendon, MA
10/30 Central Village, CT
11/13 Gardner, MA
11/27 Plympton, MA
12/4 Plymouth, MA
Info 203/875-5757

### NETRA Championship Junior Enduro Series
5/28 Weare, NH
6/25 Thomaston, CT
7/9 Union, CT
8/13 Union, CT
9/3 W. Glocester, RI
10/1 Brimfield, MA
10/8 Fishouse, NY
10/15 Assonet, MA
Info 203/875-5757

### NMRA Drag Racing Series
4/10 Palmdale, CA
5/28 Phoenix, AZ
7/16 Palmdale, CA
8/20 Phoenix, AZ
9/3-4 Sonoma, CA
10/15 Las Vegas, NV
10/12 Palmdale, CA
Info 818/367-4117

### SRAC State C'ship Series
3/13 Pueblo, CO
3/20 Erie, CO
3/27 Aurora, CO
4/10 Colorado Springs, CO
4/17 Pueblo, CO
4/24 Cheyenne, WY
5/1 Colorado Springs, CO
5/8 Erie, CO
5/14 Greeley, CO
5/21 Grand Junction, CO
5/28 Erie, CO
6/4 Colorado Springs, CO
6/12 Erie, CO
6/19 Cheyenne, WY
6/26 Colorado Springs, CO
7/10 Aurora, CO
7/17 Pueblo, CO
7/24 Cheyenne, WY
7/30 Erie, CO
8/6 Grand Junction, CO
8/14 Erie, CO
8/20 Erie, CO
8/27 Brighton, CO
9/10 Greeley, CO
9/18 Pueblo, CO
9/25 Colorado Springs, CO
10/2 Colorado Springs, CO

### NESC C'ship Motocross Series
3/27 Middleboro, MA
4/3 Southwick, MA
4/10 Middleboro, MA
4/17 Middleboro, MA
4/24 Southwick, MA
5/1 Middleboro, MA
5/8 Central Village, CT
5/15 Southwick, MA
5/22 Southwick, MA
5/29 Lewiston, ME
5/30 Lewiston, ME
6/5 Middleboro, MA
6/12 Southwick, MA
6/19 Central Village, CT
7/3 Lewiston, ME
7/4 Lewiston, ME
7/17 Southwick, MA
7/24 Middleboro, MA
7/31 Southwick, MA
8/7 Middleboro, MA
8/13 Lewiston, ME
8/14 Lewiston, ME
8/21 Central Village, CT
8/28 Southwick, MA
9/4 Lewiston, ME
9/5 Lewiston, ME
9/11 Southwick, MA
9/18 Middleboro, MA
9/24 Lewiston, ME
9/25 Lewiston, ME
10/2 Central Village, CT
10/9 Southwick, MA
10/16 Middleboro, MA
10/23 Southwick, MA
10/30 Middleboro, MA
11/6 Middleboro, MA
Info 413/772-0685

### *New England Trials Association C'ship
4/17 Chepachet, RI
4/24 Meriden, CT
5/1 Wrentham, MA
5/14 Ossipee, NH
5/15 Ossipee, NH
5/22 Exeter, RI
6/5 *Exeter, RI
6/12 Meriden, CT
8/21 Wrentham, MA
9/11 Exeter, RI
10/2 Meriden, CT
* Tentative
Info 508/543-6702 or 508/429-7675

### American Trials Assn. Series
3/13 Corral Canyon, CA
4/17 Red Mountain, CA
5/1 Perris, CA
5/22 McCain Valley, CA
6/11-12 Little Pine Flats, CA
7/24 Catus Flats, CA
9/3-4 Kennedy Meadows, CA
10/30 Lucerne Valley, CA
11/27 Lucerne Valley, CA
12/11 San Gabriel Canyon, CA
Info 213/259-6631

### V.D.T.R.A. Performance Nutrition Vintage Classics VII
4/29-30 ST Tulsa, OK
5/28-29 ST/TT Denver, CO
6/11-12 ST Wichita, KS
6/25 HM Howard Lake, MN
7/9-10 TT/ST/HM Sturgis, SD
7/23 ST Concordia, KS
7/31 HM Oklahoma City, OK
8/15-16 HM Stockton, KS
9/2 HM Davenport, IA
9/17 TM Willmar, MN
9/25 TT Westmoreland, KS
Info 918/445-0671

### FTR C'ship Enduro Series
3/13 Ocala, FL
5/1 Olustee, FL
5/29 Richloam, FL
6/12 Daytona, FL
Info 407/264-0559

### FTR Championship Hare Scrambles Series
3/19-20 Orlando, FL
4/9-10 Ocala, FL
5/14-15 Titusville, FL
Info 407/264-0559

### SETRA C'ship Enduro Series
3/13 Palatka, FL
3/27 Lenoir, NC
5/1 Olustee, FL
5/22 Maxeys, GA
5/29 Richloam, FL
Info 706/468-1328

### SETRA Championship Hare Scramble Series
4/10 Madison, GA
4/17 Dallas, GA
4/30 Charlotte, NC
5/15 Maxeys, GA
Info 706/468-1328

### Sabine Enduro Circuit
3/14 Pitkin, LA
3/27 Forest Hill, LA
4/24 Nacogdoches, TX
5/15 New Waverly, TX
6/12 Saint Jo, TX
6/26 Stillwater, OK
8/7 Dry Prong, LA
8/21 Lake Nimrod, AR
9/11 New Waverly, TX
11/13 Muester, TX
Info 903/845-3553 or 504/928-2117

### AMA Hot Summer Nights Series
5/7 Lenoir, TN
6/4 Lenoir, TN
6/18 Lenoir, TN
7/2 Lenoir, TN
7/30 Lenoir, TN
8/13 Lenoir, TN
8/20 Lenoir, TN
9/24 Lenoir, TN
Info 615/573-5425

**CRA Road Race C'ship Series**
5/7-8 Brainerd, MN
6/18-19 Brainerd, MN
8/27-28 Brainerd, MN
9/17-18 Brainerd, MN
Info 612/332-4070

**CRA Spring MX Series**
4/10 Malvern, OH
4/24 Linnesville, PA
5/1 Salem, OH
5/22 New Philadelphia, OH
5/29 Amherst, OH
6/5 Ravenna, OH
Info 216/636-5505

**CRA Vintage Motocross Series**
4/2 Malvern, OH
4/23 Malvern, OH
5/1 Salem, OH
5/8 Ravenna, OH
5/30 New Philadelphia, OH
6/19 Amherst, OH
6/26 Ravenna, OH
7/10 Amherst, OH
7/23 Malvern, OH
7/31 Akron, OH
8/TBA Medina, OH
8/28 Wellington, OH
9/11 Salem, OH
9/25 New Philadelphia, OH
10/14 Akron, OH
Info 216/636-5505

**CRA Hare Scrambles Series**
9/18 Uhrichville, OH
9/25 Salem, OH
10/9 Amherst, OH
10/16 Mansfield, OH
Info 216/636-5505

**RMEC C'ship Enduro Circuit**
5/15 Chadron, NE
5/29 Limon, CO
6/12 Buena Vista, CO
7/10 Rand, CO
8/7 Steamboat Springs, CO
10/2 Cloudcroft, NM
Info: 307/742-4136

**OMRRA Road Race Series**
4/17 Portland, OR
5/15 Portland, OR
6/5 Portland, OR
8/27-28 Portland, OR
9/25 Portland, OR
10/16 Portland, OR
Info 503/221-1487

**Canadian Supercross Series**
4/16 Toronto, Ontario
9/10 Montreal, Quebec
Info 416/363-9035

**U.S.B.A. Road Race Series**
4/30-5/1 Salt Lake City, UT
5/21-22 Salt Lake City, UT
6/11-12 Salt Lake City, UT
7/9-10 Salt Lake City, UT
8/13-14 Salt Lake City, UT
9/10-11 Salt Lake City, UT
9/24-25 Salt Lake City, UT
Info 801/535-4625

**Golden Crown of Baja Off Road Desert Series**
3/18-20 Gran Carrera de Sonora Sonora, Mex.
4/29-5/1 Gran Carrera De Mexicali Mexicali, B.C., Mex.
6/17-19 Gran Carrera de Tecate Tecate, B.C., Mex.
7/29-31 Gran Carrera de Ensenada Ensenada, B.C., Mex.
9/23-25 Gran Carrera de Tijuana Tijuana, B.C., Mex.
12/2-4 Gran Carrera de Campeones San Felipe, B.C., Mex.
Info 818/340-5750

**Gran Prix de Baja Series**
3/8-9 Tecate Gran Prix Tecate, B.C., Mex.
4/20-21 Baja Malibu Gran Prix Rosarito Beach, B.C., Mex.
8/26-27 Ensenada Gran Prix Ensenada, B.C., Mex.
10-14/15 Sonora Gran Prix Sonora, Mex.
11/18-19 San Felipe Gran Prix San Felipe, B.C., Mex
Info 818/340-5750

**LaPlaya MX GP Series**
5/22 Rosarito, B.C., Mex.
8/14 Rosarito, B.C., Mex.
10/2 Rosarito, B.C., Mex.
12/4 Rosarito, B.C., Mex.
Info (001-52-661) 22525

**Tucker Rocky MX C'ship Series**
5/1 New Egypt, NJ
6/5 Clifford, PA
6/12 New Berlin, NY
7/4 Binghamton, NY
7/10 Englishtown, NJ
7/31 Walden, NY
Info 717/420-0251

**Nor Cal YSR C'ship Series**
3/20 Sacramento, CA
4/17 Sacramento, CA
5/1 Sacramento, CA
5/22 Sacramento, CA
6/12 Sacramento, CA
7/10 Sacramento, CA
8/14 Sacramento, CA
9/25 Sacramento, CA
10/16 Sacramento, CA
11/6 Sacramento, CA
11/20 Sacramento, CA
Info 916/722-5517

**CMRRA 50cc-125cc C'ship Road Race Series**
4/3 Lake Perris, CA
5/14-15 Phoenix, AZ
6/5 Palomar, CA
7/2-3 Lake Perris, CA
8/13-14 Rosamond, CA
9/4 Reno, NV
10/8-9 Phoenix, AZ
11/6 Palomar, CA
12/3-4 Lake Perris, CA
Info 909/674-2007

**South Florida Motocross Winter Series**
3/13 Clewiston, FL
3/20 Ona, FL
Info 407/333-2356

**MTEG Ultracross Series**
3/12 Seattle, WA
6/18 Salt Lake City, UT
6/25 Kansas City, MO
8/TBA Detroit, MI
10/TBA Las Vegas, NV
10/TBA Denver, CO
Info 714/254-3001

**AMA Amateur SX Series**
3/20 Indianapolis, IN
3/26 Charlotte, NC
4/16 Minneapolis, MN
4/24 Dallas, TX
5/8 Seattle, WA
6/5 San Jose, CA
6/12 Las Vegas, NV

**AMA Central California Spring MX Series**
3/20 Pozo, CA
3/27 Tracy, CA
4/17 Shandon, CA
4/24 San Jose, CA
4/30 Sacramento, CA
5/15 Monterey, CA
5/29 Hollister, CA
6/5 San Jose, CA
6/12 Monterey, CA
6/26 Hollister, CA
Info 805/434-3579

**AMA No. California Enduro & Qualifier Classics**
3/13 *Lakeport, CA
4/17 Navarro, CA
4/23 *Minden, NV
5/1 Georgetown, CA
5/15 *Ballinger Canyon, CA
6/12 Big Lagoon, CA
10/16 Fouts Springs, CA
10/23 Shasta Dam, CA
10/30 Grisly Flats, CA
11/5 Middle Creek, CA
11/13 Fouts Springs, CA
11/20 Ballinger Canyon, CA
Info 209/368-5456
* Qualifier

**Bieffe USA, CMA California Winter Series**
**Finale**
3/20 Hollister Hills, CA
Info 209/673-8080

**GFI California Winter Series**
**North-South Showdown**
3/6 Perris, CA
Info 909/371-3434

**Sound of Thunder Four-Stroke Series**
4/30-5/1 Sacramento, CA
5/14 Carlsbad, CA
5/15 Perris, CA
6/24 Mammoth Lakes, CA
8/6-7 Albany, OR
8/13-14 Washougal, WA
Info 909/985-1287

**AFM Road Race Series**
4/3 Sonoma, CA
5/29 Sonoma, CA
6/19 Sonoma, CA
7/10 Sonoma, CA
8/7 Sonoma, CA
9/25 Sonoma, CA
10/9 Sonoma, CA
Info 510/796-7005

**WSMC Road Race Series**
3/19-20 Rosamond, CA
4/16-17 Rosamond, CA
5/14-15 Rosamond, CA
6/18-19 Rosamond, CA
7/16-17 Rosamond, CA
8/20-21 Rosamond, CA
9/17-18 Rosamond, CA
10/15-16 Rosamond, CA
11/19-20 Rosamond, CA
12/17-18 Rosamond, CA
Info 805/256-1234

**WSDRA Dirt Track Series**
3/19 Rosamond, CA
4/2 Rosamond, CA
4/6 Rosamond, CA
4/29 Rosamond, CA
5/16 Rosamond, CA
5/21-22 Rosamond, CA
6/4 Rosamond, CA
6/18 Rosamond, CA
7/9 Rosamond, CA
7/23 Rosamond, CA
8/6 Rosamond, CA
8/27 Rosamond, CA
9/10-11 Rosamond, CA
9/30 Rosamond, CA
10/14 Rosamond, CA
10/29 Rosamond, CA
11/12 Rosamond, CA
11/26 Rosamond, CA
12/10 Rosamond, CA

**International Old Timers MX Assn Nationals**
4/9-10 Palmdale, CA
4/16-17 Boise, ID
4/30-5/1 Marysville, CA
5/28-29 Richland, WA
6/4-5 Edmonton, AL., Can.
7/2-3 Nanaimo, BC, Can.
7/16-17 Idaho Falls, ID
7/30-31 Albany, OR
9/3-4 Fernley, NV
Info 208/327-0693

**Motor Sports of America Short Track Championship Series**
5/4 Hope, AR
5/14 Missoula, MT
5/28-29 Scottsbluff, NE
11/5 Evansville, IN

**Central Arizona Trials Series**
3/13 Phoenix, AZ
3/27 Phoenix, AZ
4/24 Phoenix, AZ
5/15 Prescott, AZ
5/29 Flagstaff, AZ
Info 602/938-6607

**MRA Road Race Series**
5/1 Longmont, CO
5/15 Commerce City, CO
6/5 Pueblo, CO
6/19 Longmont, CO
7/10 Pueblo, CO
7/31 Longmont, CO
8/14 Longmont, CO
8/28 Commerce City, CO
9/18 Steamboat Springs, CO
10/2 Commerce City, CO
Info 303/530-5678

**Motorcycle Asphalt Racing Series**
5/21 Myrtle Beach, SC
6/10 Columbus, OH
10/1 Asheville, NC
Info 803/626-7959

**CMMC Mini Nationals**
8/20-21 Barona Oaks, CA
Info 619/467-0474 or 619/673-1560

**MARCH**

| S | M | T | W | T | F | S |
|---|---|---|---|---|---|---|
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| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | 31 | | |

**APRIL**

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| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |

• Denotes Pro Payback

**Tues, March 8**

FLORIDA SHORT TRACK
• KC Racing, AMA Pro Dirt Track, Putnam County Raceway, Satsuma. Info: 203/868-0181.


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ROUND 1 AMA DISTRICT 36 CENTRAL CALIFORNIA SPRING MOTOCROSS SERIES
AMA SANCTIONED


Want to go racing!? Check the Cycle News calendar section.

**LACR** Los Angeles County Raceway
Palmdale, CA 93550
Info: (805) 272-8889
1994 Motocross & Gran Prix Schedule

| | | |
|---|---|---|
| Mar. 13 | L.A.C.R. | CRCMX |
| Mar. 20 | L.A.C.R. | CRC GP Golden Bear |
| Mar. 27 | L.A.C.R. | CRC MX |
| April 3 | L.A.C.R. | CRC MX |

Wed. Night Practice Starts April 13th
Wed. Night Prac. 4 p.m.-9 p.m. • Sat. Prac. 9 a.m.-2 p.m.

**CRC California Race Schedule**
100% PRO PAYBACK

| | | |
|---|---|---|
| Sun., Mar.13 | MX | L.A.C.R. |
| Sun., Mar. 20 | GP Golden Bear | L.A.C.R. |
| Sun., Mar. 27 | MX | L.A.C.R. |
| Sun., Apr. 3 | CRC | L.A.C.R. |
| Sat., Apr. 9 | MX Oldtimers Central N'tal | L.A.C.R. |
| Sun., Apr. 10 | MX Oldtimers Central N'tal | L.A.C.R. |

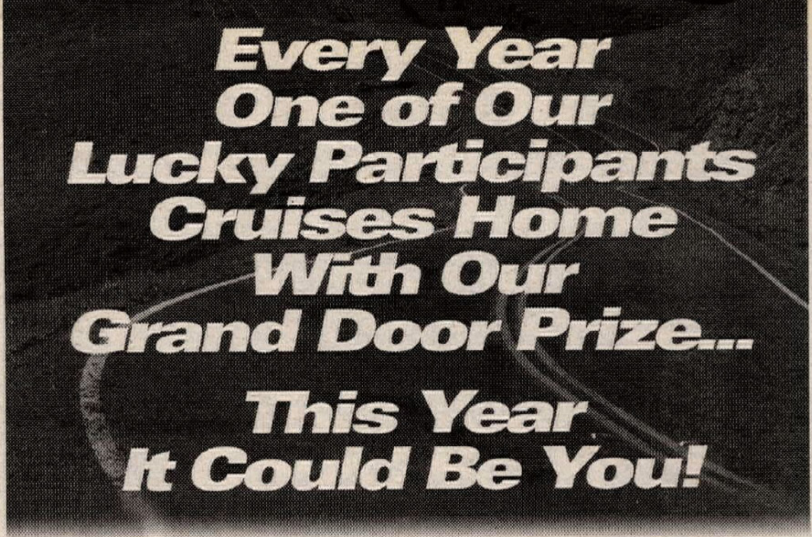
CRC Info (805) 272-8889

**Old Timers MX Association Race Schedule**

| | | |
|---|---|---|
| Sunday, March 13 | L.A. County | MX |
| Sat. & Sun. Mar. 19&20 Old Timers MX Winter National | Sunrise | MX |
| Sunday, March 27 | L.A. County | MX |

For Information Call (714) 633-9503

**SRA GP California Schedule**
Members / Non Members
March 27 Sunrise Cycle Park
April 24 Carlsbad
Info (714) 957-2985




Sunday, April 24, 1994 Moto America's Annual Open House. Hosted by Midway Cycle

10am Until 6pm

Complete New Guzzi Line on Display

Free Food & Drink

1pm Poker Run by European Motorcycle Club

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Large Selection of Used Bikes For Sale

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N.C. Motorcycle Safety Education Info Booth on Site

Demo Rides (Call for Appointment)

Swap Meet (Call to Reserve Free Space)

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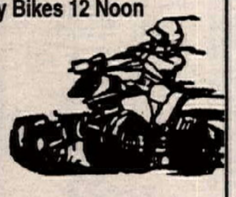
**WISECO/YAMAHA/DUNLOP/ITP National Cross Country Series**

**March 26/27 (Round 3)**
**Motorcycle National Hare Scrambles**
**LORETTA LYNN RANCH** - Hurricane Mills, TN
*70 mi. west of Nashville on I-40, exit 143 to Rt. 13N*
**Race - 12 Noon**

**April 23/24 (Round 4)**
**BROWNSVILLE PARK** - Brownsville, PA
*East of Washington, PA on Rt. 40, downtown Exit south to city park*
**Saturday Quads 12 Noon / Sunday Bikes 12 Noon**

**Best 8 scores count**

**Entries and Information**
**RACER PRODUCTIONS**
**Rt. 7 Box 459**
**Morgantown, WV 26505**
**(304) 594-1157**



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**CENTRAL CALIFORNIA**
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**Director of Competition**
**TOM BARBERO**
**(209) 368-5456**

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OPEN PRACTICE TUESDAYS
9:00 a.m. - 2 p.m. & 4:00 p.m. - 10 p.m.
OPEN PRACTICE SATURDAYS
9:00 a.m. - 1 p.m. - The Track is groomed and watered
NEW Video Arcade, Concession Stand, Pay Phone MORE New Lights On Main Track!
All New Pee Wee Track, Double Size - Start Gate, GrandStands - Restrooms
Info Call: **714-855-2707**

CMC RACE MARCH 20
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**New High Bank Dirt Oval**
**New Peewee Track Now Open**
*Come Practice and Race at California's Newest track*
*Both tracks watered and prepped by Karl Scanlan*
Open Practice March 16,18,19,23,25,26
Practice times 8:00 to 4:00
Practice fee $15.00 for More Info Call 909-698-4800


# CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

## March 10-13

FLORIDA SWAP MEET
Jam On Productions, 16th Annual Motorcycle Swap Meet, Volusia County Fairgrounds, Deland. Info: 301/779-3235.

## Sat, March 12

ALASKA ICE SPEEDWAY
• I.C.E./WSRA, World Cup Ice Speedway, Carlson Center, Fairbanks. Info: 303/262-9067.
CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.
CALIFORNIA MOTOCROSS
W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA SHORT TRACK
Lodi Motorcycle Club, Lodi Cycle Bowl, Lodi. Info: 209/368-7182.
CALIFORNIA GRAND PRIX
Shane Trittler Promotions/Race Around The Lake, Castaic Lake MX, Castaic. Info: 805/294-0020.
CALIFORNIA MOTOCROSS
WSDRA, Willow Springs Motorsport Park, Rosamond. Info: 818/360-5882.
FLORIDA SPORT TOURING
Honda Sport Touring Assoc, Daytona. Info: 407/267-5293.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
KANSAS EXPO
Heartland Recreational Motorcycle Assn., Kansas Expocentre, Heritage Hall, Topeka. Info: 913/234-6174.
NEW YORK MOTOCROSS
• Long Island Sports Committe, Bridgehampton Motocross Park, Bridgehampton. Info: 516/924-2399.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.
PENNSYLVANIA SHORT TRACK
• Trail-way Speedway, Hanover. Info: 717/359-4310.
OREGON FLAT TRACK/TT
Craig Farnsworth's Indoor Races, Salem Fairgrounds, Salem. Info: 503/777-2929.
WASHINGTON OFF-ROAD
• Mickey Thompson Off-Road/Ultracross Championship Series, Kingdome, Seattle. Info: 714/254-3001.

## March 12-13

NEVADA MOTOCROSS
• Northern Nevada Cycle Assoc., Gold Rush Moto Park, Carlin. Info: 702/754-6248.

## Sun, March 13

ALASKA ICE SPEEDWAY
• I.C.E./WSRA, World Championships V, Sullivan Arena, Anchorage. Info: 303/262-9067.
CALIFORNIA GRAND PRIX
• Abnormal Promotions, "Hang In There" Marathon, Stockton Fairgrounds, Stockton. Info: 209/838-3200.
CALIFORNIA MOTOCROSS
Greg Scheid and Associates, Hollister Hills GP Track, Hollister. Info: 408/972-8063.
CALIFORNIA MOTOCROSS
CRC, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info: 916/342-0063.
CALIFORNIA HARE & HOUND
AMA, D-37, Best in the West, Invaders MC, Bessemer Mine Rd, Lucerne Valley. Info: 619/244-8169.
CALIFORNIA SHORT TRACK
Lodi Motorcycle Club, Lodi Cycle Bowl, Lodi. Info: 209/368-7182.
CALIFORNIA SHORT TRACK
Outlaw, Sand Hill Ranch, Brentwood. Info: 510/516-2217.
CALIFORNIA MOTOCROSS
• CMA, Sand Hill Ranch, Brentwood. Info: 209/524-7013.
CALIFORNIA SWAP MEET
The Guys at "The Shop", Ventura County Fairgrounds, Ventura. Info: 805/656-6777.
CALIFORNIA RELIABILITY ENDURO
AMA D-36/Los Altos Dirt Bikers, Cow Mtn OHV area, Lakeport. Info: 510/794-1015.
CALIFORNIA MOTOCROSS
• GFI Northern Calif. Spring Series, Oatfield MX, Turlock. Info: 209/667-7109 or 524-1432.
FLORIDA ENDURO
SE&TRA Oklawaha Enduro, Palatka. Info: 205/872-4286.
FLORIDA MOTOCROSS
• SFMX South Florida Championship Series, Club Motosport MX Park, Clewiston. Info: 305/660-2669.
FLORIDA MOTOCROSS
FMC/Motocross of Marion County, Reddick. Info: 904/591-2050 or 591-2377.
KANSAS MOTOCROSS
K.M.A.S., Great Bend. Info: 913/842-8272 or 316/792-7513.
KENTUCKY HARE SCRAMBLE
Eagle Creek H/S Park, Owenton. Info: 606/472-3442.
MARYLAND MOTOCROSS/
HARE SCRAMBLES
• AMA Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.
MISSOURI MOTOCROSS
Sprout Patch Competition, Billings. Info: 417/744-2593.
NEVADA MOTOCROSS
• Nevada Old Timers/CMC, Fernley Int'l Raceway, Fernley. Info: 7092/322-4311.
NORTH CAROLINA MOTOCROSS
• Wilkes Co. MX Park, Lenoir. Info: 704/758-4342.
NORTH CAROLINA MOTOCROSS
• AMA, Elizabeth City Motorcycle Club, Elizabeth City MX Track, Elizabeth City. Info: 919/338-1612.
OHIO MOTOCROSS
• AMA D-11/American Motosports, Inc., McArthur. Info: 614/596-2057.
OHIO HARE SCRAMBLES
Sunset Ramblers M.C., Galion. Info: 419/562-6931.
OKLAHOMA SWAP MEET
Oklahoma Show & Swap Meet, Tulsa Convention Center. Info: 214/216-5520.
OKLAHOMA MOTOCROSS
•Roger Hammonds, North Dale Motoplex, Roland. Info: 918/427-3983.
OREGON SPEEDWAY
Modified Dirt Kart Racing Assoc, Clackamas County Fairgrounds, Canby. Info: 503/666-2342.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.
VIRGINIA MOTOCROSS
• AMA, Competition Park, Virginia Beach. Info: 804/548-1052.
WASHINGTON MOTOCROSS
Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.
WASHINGTON MOTOCROSS
• CMC/Olympic Peninsula Motorcycle Club, Port Angeles. Info: 206/457-0275 or 457-6653.

## Wed, March 16

CALIFORNIA MOTOCROSS
W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.

## March 18-20

TEXAS MOTOCROSS
• 18th Annual GNC International Motocross Final, Lake Whitney Cycle Ranch, Whitney. Info: 817-694-2901.

## Sat, March 19

CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.
CALIFORNIA DIRT TRACK
W.S.D.R.A., AMA Pro-Am, Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA SHORT TRACK
Lodi Motorcycle Club, Lodi Cycle Bowl, Lodi. Info: 209/368-7182.
CALIFORNIA MOTOCROSS
Shane Trittler Promotions/Winter Warm-Up Series, Castaic Lake MX, Castaic. Info: 805/294-0020.
CALIFORNIA MOTOCROSS
WSDRA, AMA Pro-Am Series, Willow Springs Motorsport Park, Rosamond. Info: 818/360-5882.
FLORIDA MOTOCROSS
• West Florida Motocross Park, Milton. Info: 904/623-6038 or 994-2884.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
NORTH CAROLINA SHORT TRACK
Dixieland Speedway, Elizabeth City. Info: 818/335-7412 or (804) 489-2797.
PENNSYLVANIA SUPERCROSS
• Trail-way Speedway, Hanover. Info: 717/359-4310.
PENNSYLVANIA SUPERCROSS
• Evansville Raceways Inc., Berwick. Info: 717/759-2841.
OREGON VINTAGE SCRAMBLES
Vintage Dirt Racing Northwest. Washington MX track, Woodland. Info: 503/254-6520.
TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info: 210/663-6419 or 521-2069.
TEXAS MOTOCROSS
El Paso Motocross, El Paso County Coliseum, El Paso. Info: 915/857-0215.

## March 19-20

ARKANSAS ENDURO
Black Jack Series, Cass. Info: 417/345-6211.
CALIFORNIA ROAD RACE
Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.
CALIFORNIA MOTOCROSS
OTHG Sierra Chapter, Oatfield MX, Turlock. Info: 209/524-1432 or 575-9914.
FLORIDA HARE SCRAMBLES
FL Trail Riders C'ship Series, Orlando. Info: 407/264-0559.
FLORIDA ROAD RACE
• AMA/CCS, Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.
OREGON ARENACROSS
Curry County Fairgrounds, Gold Beach. Info: 503/247-2697.

## Sun, March 20

CALIFORNIA GRAND PRIX
CRC, Los Angeles County Raceway, "Golden Bear", Palmdale. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info: 916/342-0063.
CALIFORNIA MOTOCROSS
CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.
CALIFORNIA MOTOCROSS
Motowest Racing Ent. Hollister Hills G.P. track, Hollister. Info: 408/223-8168 or 637-2073.
CALIFORNIA ROAD RACING
Northern California Mini Road Racing Association, Prairie City SVRVA, Sacramento. Info: 916/722-5517.
CALIFORNIA MOTOCROSS
• AMA D-36/CCMA Hi-Mtn Motocross, Pozo. Info: 805/434-3579.
CALIFORNIA MOTOCROSS
• Bieffe USA, CMA California Winter Series Finale, Hollister Hills. Info: 209/673-8080.
CALIFORNIA MOTOCROSS
• GFI Northern Calif. Spring Series, Hanford. Info: 209/584-8532 or 584-1064.
CALIFORNIA CROSS COUNTRY
Greg Scheid and Associates, Metcalf Park, San Jose. Info: 408/972-8063.
CALIFORNIA ENDURO
AMA Dist. 37/ Prospector M/C, 39th Annual Gold Rush Enduro, Searles Station, Red Mountain. Info: 619/243-4979.
FLORIDA MOTOCROSS
SFMX South Florida Championship Series, Orlando MX Park, Bithlo. Info: 407/568-2271.
GEORGIA MOTOCROSS
• Georgia Spring Fling Series, Echeconnee MX, Macon. Info: 912/788-8227.
KANSAS HARE SCRAMBLES
• K.O.R.R., Sprockets II River Track, Arkansas City. Info: 316/636-5113.
KANSAS HARE SCRAMBLES
Eastern Kansas Hare Scrambles Series, 1 man/2 hour, Santa Fe Trails Cycle Park, Carbondale. Info: 913/456-2516.
MARYLAND MOTOCROSS/
HARE SCRAMBLES
• AMA Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.
NEVADA MOTOCROSS
On Trac Events, Silver State Raceway, Carson City. Info: 702/267-4392.
NEVADA MOTOCROSS
• Las Vegas Motocross Club, Las Vegas Speedway, Las Vegas. Info: 702/565-7876.
NEW YORK SCRAMBLES
Square Deal Rider M.C., Mud & snow scrambles, S.D.R. Raceway, Harpursville. Info: 607/723-2387 or 693-2634.
NORTH CAROLINA MOTOCROSS
N.C.H.S.A., Wilkes Co. MX Park, Lenoir. Info: 704/758-4342.
NORTH CAROLINA MOTOCROSS
• N.A.M.E., Carolina Winter Series, Montrose Motocross, Raeford. Info: 910/875-3805.
OHIO MOTOCROSS
Treaty City Motorcycle Club, Dist. 11, Clubgrounds, Greenville. Info: 513/548-7197.

OHIO HARE SCRAMBLE
C.R.A., Lightning Raceway, Tippecanoe. Info: 614/922-4775.
OKLAHOMA MOTOCROSS
Hillside Raceways, Muskogee. Info: 918/683-0585 or 687-3307.
OREGON MOTOCROSS
Motocross Northwest, Clarks Branch Cycle Club, Roseburg. Info: 503/673-1671.
PENNSYLVANIA SWAP MEET
J&P Promotions, Parts Extravaganza and Bike Show, Farm Show Complex, Harrisburg. Info: 319/462-6011.
PENNSYLVANIA HARE SCRAMBLE
AMA Dist. 6/Flying Dutchmen Motorcycle Club, Inc., Pine Grove. Info: 717/ 345-6340 or 717/345-8734.
SOUTH CAROLINA MOTOCROSS
Hammer 'n Hank Racing, Ultra Series #2, Camp Coker Motorsports Park, Society Hill. Info: 803/378-4700.
SOUTH CAROLINA MOTOCROSS
• Chris Boyd, Low Country MX, Hardeeville. Info: 803/757-4226.
TENNESSEE MOTOCROSS
• Dwight Myers Dogtown MX, Dogtown Motocross, Coalmont. Info: 615/692-2360.
WASHINGTON MOTOCROSS
Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.
WISCONSIN SWAP MEET
J&P Promotions, 13th Annual Motorcycle Parts Extravaganza, Dane County Expo Center, Madison. Info: 319/462-6011.

## March 25-27

CALIFORNIA ARENACROSS
Mickey Thompson Ent. Group, Anaheim Arena, Anaheim. Info: 714/254-3001.

## March 26-27

CANADA SWAP MEET
Neveu Productions, Inc., Coliseum Building, Exhibition Place, Toronto, Ontario. Info: 705/778-2275.
MICHIGAN MOTOCROSS
Iron Mustangs, Brighton. Info: 810/229-9719.

## Sat, March 26

CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.
CALIFORNIA ENDURO
Los Ancianos M/C, Tecate 250K Enduro, El Teserazzo, Baja California. Info: 619/281-1400 or 619/465-7569.
CALIFORNIA SHORT TRACK
Lodi Motorcycle Club, Lodi Cycle Bowl, Lodi. Info: 209/368-7182.
CALIFORNIA SUPERCROSS
W.S.D.R.A./CMC, Willow Springs Motorsport Park, Rosamond. Info: 818/360-5882.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.
NORTH CAROLINA SHORT TRACK
Dixieland Speedway, Elizabeth City. Info: 818/335-7412 or (804) 489-2797.
PENNSYLVANIA SHORT TRACK
• Trail-way Speedway, Hanover. Info: 717/359-4310.
PENNSYLVANIA SUPERCROSS
• Evansville Raceways Inc., Berwick. Info: 717/759-2841.

## Sun, March 27

CALIFORNIA MOTOCROSS
CRC, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info: 916/342-0063.
CALIFORNIA MOTOCROSS
• GFI Northern Calif. Spring Series, Hollister OHV Park, Hollister. Info: 209/667-7109.
MASSACHUSETTS MOTOCROSS
New England Sports Committee, Middleboro. Info: 413/772-0685.
FLORIDA MOTOCROSS
SFMX South Florida Championship Series, County Line, Ona. Info: 813/751-2116.
FLORIDA MOTOCROSS
AMA/Loretta Lynn Qualifier, Motocross of Marion Co., Reddick. Info: 904/591-2050 or 591-2377.
GEORGIA MOTOCROSS
Georgia Spring Series, Bremen MX, Bremen. Info: 404/941-8464.
ILLINOIS SWAP MEET
J&P Promotions, 10th Annual World's Largest Indoor Swap Meet & Super Series Bike Show, McCormick Place North Building, Chicago. Info: 319/462-6011.
INDIANA HARE SCRAMBLES
Stoney Lonesome MC, Columbus. Info: 812/342-4411.
KANSAS MOTOCROSS
K.M.S.A., Sports Complex, Great Bend. Info: 913/842-8272 or 316/792-7513.
KANSAS MOTOCROSS
• Outlaw MX Series & Lincoln Cycle Racing, Spring Classic Series, Northeast Kansas MX, Westmoreland. Info: 913/456-2516.
MARYLAND MOTOCROSS/ HARE SCRAMBLES
• AMA Dist 7 & 13, $7,500 Pro Challenge, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.
MARYLAND HARE SCRAMBLES
Antietam Motorcycle Club, Inc., Hagerstown. Info: 301/797-8686 or 301/797-1607.
MISSOURI MOTOCROSS
• M.R.A./ Forsyth Ranch, Long Lane. Info: 417/345-5621.
MISSOURI MOTOCROSS
Sprout Patch Competition, Billings. Info: 417/744-2593.
NEVADA MOTOCROSS
• Nevada Old Timers/CMC, Fernley Int'l Raceway, Fernley. Info: 7092/322-4311.
NORTH CAROLINA ENDURO
SE&TRA Brown Mountain Lights Enduro, Lenoir. Info: 704/872-1820 or 483-6833.
NORTH CAROLINA MOTOCROSS
• Wilkes Co. MX Park, Lenoir. Info: 704/758-4342.
NORTH CAROLINA HARE SCRAMBLES
Orleans Lions Club, Orleans. Info: 308/928-2503.
OHIO MOTOCROSS
Dist. 11/Treaty City Motorcycle Club, Clubgrounds, Greenville. Info: 513/548-7197.
OHIO MOTOCROSS
• AMA/Athens Motorcycle Club, Athens. Info: 614/592-1692.
OHIO HARE SCRAMBLE
Mansfield M.C. Club/C.R.A., Mansfield. Info: 419/524-1347.
OHIO MOTOCROSS
• C.R.A., Malvern Motosport Park, Malvern. Info: 216/262-4945.
OREGON SPEEDWAY
Modified Dirt Kart Racing Assoc., Clackamas County Fairgrounds, Canby. Info: 503/666-2342.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.
PENNSYLVANIA MOTOCROSS
AMA/District 6, Hideaway Motocross, Shippensburg. Info: 717/766-2523.
PENNSYLVANIA HARE SCRAMBLE
AMA Dist. 6/Flying Dutchmen Motorcycle Club, Inc., Pine Grove. Info: 717/ 345-6340 or 717/345-8734.
TEXAS HARE SCRAMBLES
• AMA Texas Championship Series, Rnd 10-T.S.A., Powell Ranch, Highgrove. Info: 713/460-4944.
WASHINGTON MOTOCROSS
• CMC/Olympic Peninsula Motorcycle Club, Port Angeles. Info: 206/457-0275 or 457-6653.

## Wed, March 30

NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.

## Fri, April 1

CALIFORNIA SPEEDWAY
• AMA/International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

## April 2-3

CALIFORNIA ROAD RACE
AFM, Formula Pacific Grand Prix Series, Sears Point. Info: 510/537-8208.

## Sat, April 2

CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, Vet Cup Spring Series, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.
CALIFORNIA FLAT TRACK
W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA SHORT TRACK
Stockton Motorcycle Club, Lodi Cycle Bowl, Lodi. Info: 209/463-6224.
CALIFORNIA MOTOCROSS
WSDRA, AMA Pro-Am Series, Willow Springs Motorsport Park, Rosamond. Info: 818/360-5882.
FLORIDA MOTOCROSS
• West Florida Motocross Park, Milton. Info: 904/623-6038 or 994-2884.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
NEW YORK MOTOCROSS
• Long Island Sports Committe, Bridgehampton Motocross Park, Bridgehampton. Info: 516/924-2399.
NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Elizabeth City. Info: 919/335-7412 or 804/489-2797.
PENNSYLVANIA MOTOCROSS
• Trail-way Speedway, Loretta Lynn qualifier, Hanover. Info: 717/359-4310.

## Sun, April 3

ALASKA ICE RACE
• Aurora Racing Inc., Klondike Inn, Big Lake, Wasilla. Info: 907/376-7905.
ARKANSAS HARE SCRAMBLES
Arkanasas Hare Scrambles Series, Durham. Info: 501/362-4230.
CALIFORNIA ROAD RACE
C.M.R.R.A., Winter Series, 50cc-80cc GP, Lake Perris Raceway, Perris. Info: 909/674-2007.
CALIFORNIA MOTOCROSS
CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.
INDIANA DUAL SPORT
AMA/D.I.R.T., Stoney Lonesome, Columbus. Info: 317/784-9045.
KANSAS HARE SCRAMBLES
Eastern Kansas Hare Scrambles Series, 1 man/2 hour, Northeast Kansas Motocross Track, Westmoreland. Info: 913/456-2516.
MASSACHUSETTS MOTOCROSS
New England Sports Committee, Southwick. Info: 413/772-0685.
NEVADA MOTOCROSS
• Las Vegas Motocross Club, Las Vegas Speedway, Las Vegas. Info: 702/565-7876.
NORTH CAROLINA MOTOCROSS
AMA Dist 29, Devil's Ridge North Carolina State Championship, Sanford. Info: 919/776-2412.
OKLAHOMA MOTOCROSS
Hillside Raceways, Muskogee. Info: 918/683-0585 or 687-3307.
OREGON MOTOCROSS
Motocross Northwest, Clarks Branch Cycle Club, Roseburg. Info: 503/673-1671.
SOUTH DAKOTA MOTOCROSS
• Scramblers M/C, Scramblers Cycle Park, Yankton. Info: 605/665-4543 or 665-9535.
TENNESSEE MOTOCROSS
KTMXA, T-N-T MX Park, Milan. Info: 901/987-3029.
TENNESSEE MOTOCROSS
• Dwight Myers Dogtown MX, Coalmont. Info: 615/692-2360.

## Fri, April 8

CALIFORNIA SPEEDWAY
• AMA/International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

## April 8-10

GEORGIA DRAG RACE
• AMA/Prostar, MTC Rebel Nationals, Atlanta Dragway, Commerce. Info: 205/852-1101.
NEVADA MOTOCROSS
• NMA, 23rd Annual World Mini Grand Prix, Las Vegas MX Park, Las Vegas. Info: 310/868-8112.

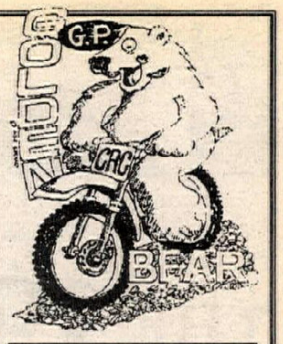
## Sat, April 9

CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, Vet Cup Spring Series, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.
CALIFORNIA MOTOCROSS
W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA SHORT TRACK
Lodi Motorcycle Club, Lodi Cycle Bowl, Lodi. Info: 209/368-7182.
CALIFORNIA MOTOCROSS
WSDRA, Willow Springs Motorsport Park, Rosamond. Info: 818/360-5882.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.
NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Elizabeth City. Info: 919/335-7412 or 804/489-2797.
OHIO SPORT TOURING
Honda Sport Touring Assoc, Leesburg. Info: 513/891-1511.
PENNSYLVANIA SHORT TRACK
• Trail-way Speedway, Hanover. Info: 717/359-4310.

## April 9-10

FLORIDA HARE SCRAMBLES
FL Trail Riders C'ship Series, Ocala. Info: 407/264-0559.
NEVADA MOTOCROSS
• Northern Nevada Cycle Assoc., Gold


CRC Membership Not Required
Sun., March 20, 1994
L.A. County Raceway
Palmdale, CA
DON'T MISS IT!




| | |
|---|---|
| 8:00 AM | Parade Lap |
| 8:15 AM | Pee Wee Practice |
| 8:30 AM | All 80cc |
| 9:15 AM | Pee Wee Moto 1 |
| 9:30 AM | Decade,Vintage, Jr,Vets (+25) |
| 10:30 AM | Pee Wee Moto 2 |
| 10:45 AM | 125-250-500 Beg. |
| 11:30 AM | 60cc |
| 12:00 Noon | Parade Lap |
| 12:30 PM | CRC Vets (+30) Sr's (+40) |
| 1:30 PM | 125-250-500 Nov./Int./Pro |
| 2:30 PM | Team Race |

EACH CLASS RACE 45 MIN.
20% TROPHIES
SUPERB FINISHER PINS
CASH TO PROS

| | |
|---|---|
| MAIL ENTRY | $25.00 |
| Non-Member* | $30.00 |
| POST ENTRY | $30.00 |
| Non-Member* | $35.00 |

* Membership Not Required to Race - Points & Prizes only to Members
No post entry penalty for 2nd class entered
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1994 CRC Membership Available
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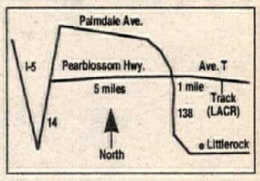


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Catch the final WINTER warm-up SERIES race of the series.
SATURDAY march 19
gates open at 6:30am/practice starts at 8:00 am / gate fee $8.00 - riders entry fee $25.00



GLEN HELEN
EVENT CALENDAR

| | |
|---|---|
| Sat., Mar. 12 | Sand Drags |
| Sun., Mar. 13 | Sand Drags |
| Sun., Mar. 13 | Speedway Practice Cancelled |
| Sat., Mar. 19 | MTEG Sportsman Off-Road Series |
| Sun., Mar. 20 | MTEG Sportsman Off-Road Series |
| Sat., Mar. 26 | Glen Helen/Prairie Dog Grand Prix |
| Sun., Mar. 27 | Glen Helen/Prairie Dog Grand Prix |

WHAT'S HAPPENING
1994 GLEN HELEN GRAND PRIX
New course added this year including new asphalt, Fire road and sand wash sections. Over 12 mile long course with special Baja-style Night Race, so get your lights out.

PRACTICE INFO:

| | |
|---|---|
| Thurs. | Open MX Practice Two Tracks 8 a.m. to Dusk GP Track Re-Prepped From 12pm-1pm |
| Sat. | Open MX Practice Two Tracks GP Track - 8:00 a.m. to 12:00 p.m. MX Track - 8:00 a.m. to 5:00 p.m. |
| Sun. | Open MX Practice 8:00 a.m. to 5:00 p.m. on MX Track |

Track Watered and Prepped for Each Practice
No MX Practice on Sand Drag or MTEG Weekends
RACE HOTLINE: (909) 880-1733



HI-MOUNTAIN MOTOCROSS
SUNDAY
MARCH 20, '94
CENTRAL COAST CYCLES
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WESTCOAST POWERSPORTS
805/237-9277
SLO CITY CYCLES
805/541-1741



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MOTORCYCLE 1994 YEARBOOK

# Road Racer illustrated

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# CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Rush Moto Park, Carlin. Info: 702/754-6248.

NORTH CAROLINA MOTOCROSS
• AMA Dist 29, Devil's Ridge AMA area amateur qualifier, Sanford. Info: 919/776-2412.

### Sun, April 10

CALIFORNIA MOTOCROSS
Greg Scheid and Associates, Hollister Hills GP Track, Hollister. Info: 408/972-8063.

CALIFORNIA MOTOCROSS
CMA, Weekend of Champions, Sand Hill Ranch, Brentwood. Info: 209/524-7013.

CALIFORNIA SHORT TRACK
Outlaw, Sand Hill Ranch, Brentwood. Info: 510/516-2217.

CALIFORNIA MOTOCROSS
• GFI Northern Calif. Spring Series, Oatfield MX, Turlock. Info: 209/667-7109 or 524-1432.

FLORIDA MOTOCROSS
South Florida MX Championship Series, CM-MX, Clewiston. Info: 407/368-5882.

FLORIDA MOTOCROSS
FMC, Motocross of Marion Co., Reddick. Info: 904/591-2377 or 591-2050.

ILLINOIS SWAP MEET
J&P Promotions Parts Extravaganza and Bike Show. Belle-Clair Fairgrounds, Belleville. Info: 319/462-6011.

KANSAS HARE SCRAMBLES
• K.O.R.R., Sprockets II River Track, Arkansas City. Info 316/636-5113.

MASSACHUSETTS MOTOCROSS
New England Sports Committee, Middleboro. Info: 413/772-0685.

MISSOURI ROAD RACE
Midwest Cafe Racing Assn., 2 hr. I-44 Challenge & 100k Endurance, Gateway International Raceway, St. Louis. Info: 314/771-2531.

NEVADA MOTOCROSS
OnTrac Events, Silver State Raceway, Carson City. Info: 702/267-4392.

OHIO HARE SCRAMBLES
C.R.A./Salem Motorcycle Club, Salem Motorcycle Clubgrounds, Salem. Info: 216/427-6645.

PENNSYLVANIA MOTOCROSS
Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

PENNSYLVANIA MOTOCROSS
AMA/District 6, Hideaway Motocross, Shippensburg. Info: 717/766-2523.

PENNSYLVANIA HARE SCRAMBLE
AMA Dist. 6/Flying Dutchmen Motorcycle Club, Inc., Pine Grove. Info: 717/ 345-6340 or 717/345-8734.

WASHINGTON MOTOCROSS
Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

WISCONSIN MOTOCROSS
Great Lakes Motocross, Union Grove. Info: 414/878-3783.

### Wed, April 13

NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info: 919/699-3629.

### April 15-17

ARKANSAS SPORT TOURING
Honda Sport Touring Assoc, Touring T.T.T. Talimena Twisties, Mena. Info: 405/920-1008.

### Fri, April 15

CALIFORNIA SPEEDWAY
• AMA/International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

NORTH CAROLINA SHORT TRACK
• Dixieland Speedway, Elizabeth City. Info: 919/335-7412 or 804/489-2797.

### Sat, April 16

CALIFORNIA MOTOCROSS
Racing Enterprises Motocross, Vet Cup Spring Series, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.

CALIFORNIA DUAL SPORT
Behr Services, Calaveras High School, San Andreas. Info: 415/367-1980.

CALIFORNIA FLAT TRACK
W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.

CALIFORNIA MOTOCROSS
W.S.D.R.A., AMA Pro-Am Series, Willow Springs Motorsport Park, Rosamond. Info: 818/360-5882.

FLORIDA MOTOCROSS
• West Florida Motocross Park, Milton. Info: 904/623-6038 or 994-2884.

GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info: 912/994-6630.

MISSOURI MOTOCROSS
Sprout Patch Competition, Billings. Info: 417/744-2593.

NEW YORK MOTOCROSS
• Long Island Sports Committe, Bridgehampton Motocross Park, Bridgehampton. Info: 516/924-2399.

PENNSYLVANIA SUPERCROSS
• Trail-way Speedway, District 7 youth points, Hanover. Info: 717/359-4310.

TEXAS MOTOCROSS
Goodtimes MX Park, Natalia. Info: 210/663-6419 or 521-2069.

### April 16-17

CALIFORNIA DUAL SPORT
Team Dual Dogs, 5th Annual Dog Run Jerry Brenneman Memorial Dual Sport Ride, Dick Allen's Hon/Yam/Suz/ATK/KTM, Newhall. Info: 818/701-1913.

OREGON ARENACROSS
Curry County Fairgrounds, Gold Beach. Info: 503/247-2697.

SOUTH CAROLINA MOTOCROSS
Hammer 'n Hank Racing, Camp Coker Motorsports Park, Society Hill. Info: 803/378-4700.

### Sun, April 17

CALIFORNIA MOTOCROSS
CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.

CALIFORNIA ROAD RACING
Northern California Mini Road Racing Association, Prairie City SVRVA, Sacramento. Info: 916/722-5517.

CALIFORNIA MOTOCROSS
• GFI Northern Calif. Spring Series, Hanford. Info: 209/584-8532 or 584-1064.

CALIFORNIA ENDURO
North Bay M/C Dist. 36, Sawmill National Enduro, Navarro. Info: 707/894-9214.

GEORGIA HARE SCRAMBLE
SE&TRA Husky Hills Hare Scramble, Dallas. Info: 706/468-1328.

GEORGIA MOTOCROSS
Georgia Spring Series, Hillbilly Hills MX, Roberta. Info: 912/788-0413.

ILLINOIS SWAP MEET
J&P Promotions, , Will County Fairgrounds, Peotone. Info: 319/462-6011.

INDIANA HARE SCRAMBLES
Stoney Lonesome MC, Columbus. Info: 812/342-4411.

KANSAS HARE SCRAMBLES
Eastern Kansas Series, 1 man/2 hour, Santa Fe Trails Cycle Park, Carbondale. Info: 913/456-2516.

KENTUCKY HARE SCRAMBLES
AMA/Mid-South C'ship Winter Series, Fordsville. Info: 615/331-1475.

MARYLAND MOTOCROSS/ HARE SCRAMBLES
• AMA Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MASSACHUSETTS MOTOCROSS
New England Sports Committee, Middleboro. Info: 413/772-0685.

NEBRASKA MOTOCROSS
• Outlaw MX Series & Lincoln Cycle Racing, Spring Classic Series, Midwest MX Assn., Palmyra. Info: 913/456-2516.

NEW YORK HARE SCRAMBLES
NETRA Championship Series, Concord, Moticello. Info: 203/875-5757.

NORTH CAROLINA MOTOCROSS
N.C.H.S.A., Wilkes Co. Moto-X Park, Rutherforton. Info: 704/758-4342.

OKLAHOMA MOTOCROSS
Hillside Raceways, Muskogee. Info: 918/683-0585 or 687-3307.

OREGON ROAD RACE
• OMRRA, Portland International Raceway, Portland. Info: 503/221-1487.

PENNSYLVANIA HARE SCRAMBLE
AMA Dist. 6/Flying Dutchmen M/C Club, Inc., Pine Grove. Info: 717/ 345-6340 or 717/345-8734.

TENNESSEE MOTOCROSS
• Dwight Myers Dogtown MX, Coalmont. Info: 615/692-2360.

TEXAS SWAP MEET
Texas Swap Meet, San Antonio Convention Center. Info: 214/216-5520.

WASHINGTON MOTOCROSS
Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

## FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ☐ Yes ☐ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

# WANT ADS

## HELP WANTED

### R&D Technician
Entry level position available to develop new products for the motorcycle, ATV, watercraft, and snowmobile industries. Mechanical background needed with welding and fabricating skills. Mail resume to: 1230 LaLoma Circle, Anaheim, CA 92806. (201-TFN)

### Parts and Accessories
Pro Italia is seeking an experienced full time person uniquely qualified to work with Italian motorcycle parts and accessories. Duties include counter and telephone sales, packaging and shipping. Computer knowledge helpful. Medical benefits. Send resume to Pro Italia, 3518 N.Verdugo Rd., Glendale, CA 91208 or contact Paul at (818) 249-5707. CA. (206-TFN)

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### Experienced Honda Technician
Opening for right person. Must know Honda motorcycles and power equipment. Also helpful experience with watercraft. Send resume to Attn: Bill, Sunnyslope Honda, 9017 North Cavecreek Rd., Phoenix, AZ 85020. (602) 944-2639. AZ. (308-11)

### Parts Manager & M/C Mechs
Central Florida m/c dealer looking for qualified Parts Dept. personnel and certified mechanics. Must be personable and dedicated. Send resumes to: P.O. Box 6551, Titusville, Florida 32782. FL. (308-10)

### Harley Technician/Parts
Full service franchised Harley dealer seeks experienced technician to perform high quality service work on Harleys. Chicagoland's leading dealer offering top benefits, working conditions and pay. Also seeking customer service oriented parts person with good attitude. All positions full time, year round. Call fax or write Tim, 1301 S.Harlem, Berwyn, IL 60402, fax (708) 788-1356, (708) 788-1300. IL. (308-10)

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### Orange County Suzuki-Sales Dept.
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### Service Technician Wanted
Honda of Troy is seeking an experienced mechanic to work on full-line of Honda Suzuki and Yamaha. Please send resume to: Southside Honda Suzuki Yamaha, 4790 S. Dixie Dr., Dayton, OH 45439 or call (513) 294-1577, ask for Tony Frazier. OH. (208-11)

### Parts, Sales, Service
Southern California dealer has positions available now. Call Mike. (310) 674-1431. CA. (209-13)

### Simi Valley Cycles
Yamaha, Suzuki, Polaris motorcycle and watercraft dealer seeking experienced salesman and service manager. Inquire at (805) 522-3434. CA. (209-10)

### Palm Springs Harley-Davidson
Now accepting applications for upcoming positions...Service Technicians and parts personnel. Must have 3 years plus experience in a dealership. Serious inquiries only. Send resume to: Palm Springs Harley-Davidson, P.O. Box 915, Palm Springs, CA 92258. Attn: Deven. No phone calls! CA. (309-10)

TECHNICIAN WANTED: Barstow, California's leading independent accessory/service center needs a motivated professional. M/C, atv experience a must. Mark (619) 256-3600. CA. (109-12)

### Help Wanted
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### Year Round Employment
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### Wanted: High Performance People
Sales, service and parts, "watercraft experience useful." Ask for Shaun (909) 988-8988. CA. (210-11)

### Technician Wanted
In an aggressive Utah, multi-line dealership. Motorcycle, watercraft, snowmobile, Yamaha, Honda, Ski-Doo, Sea-Doo. Benefits, good pay. Must have experience. Send resume to: Plaza Cycle, 1379 West 3300 South, Salt Lake City, Utah 84119. UT. (210)

### Parts/Service Manager
Needed at busy 3-line shop on California's central coast. Experience required. Current product knowledge and some mechanical aptitude needed. Excellent pay and benefit package for right person. Fax resume to (805) 928-7689 or call Bill at (805) 928-2050. CA. (210)

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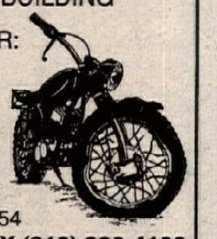

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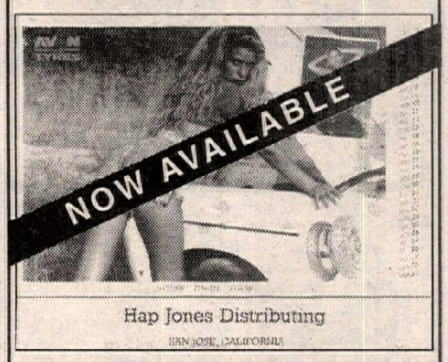


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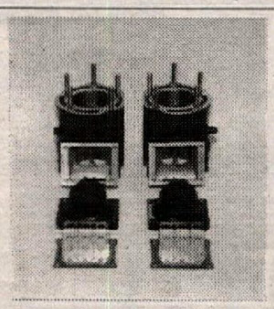

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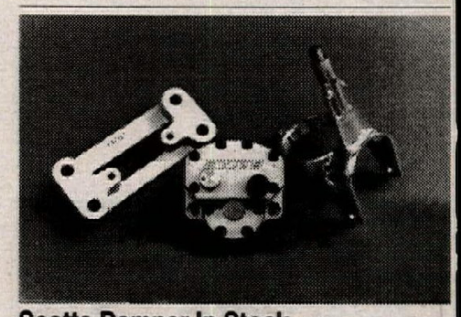

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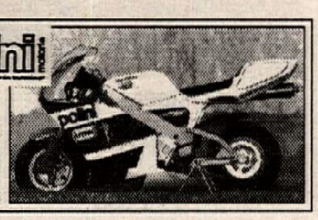
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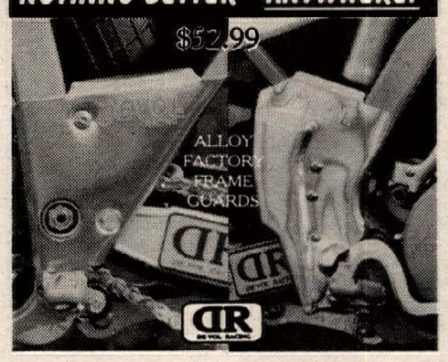


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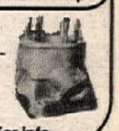
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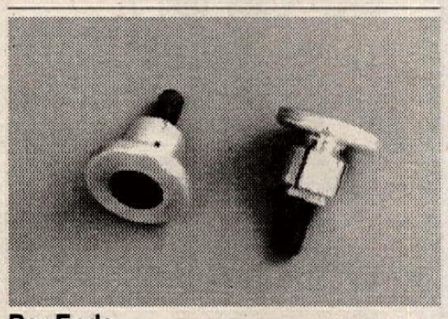

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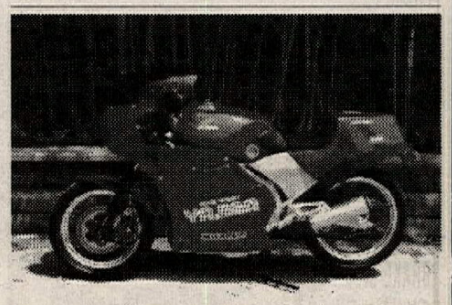

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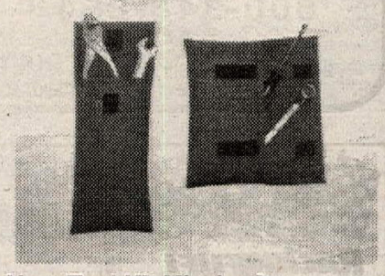

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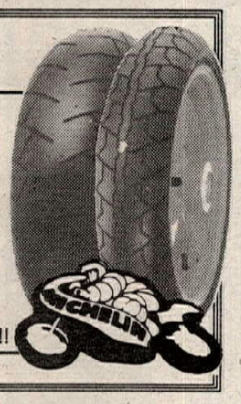

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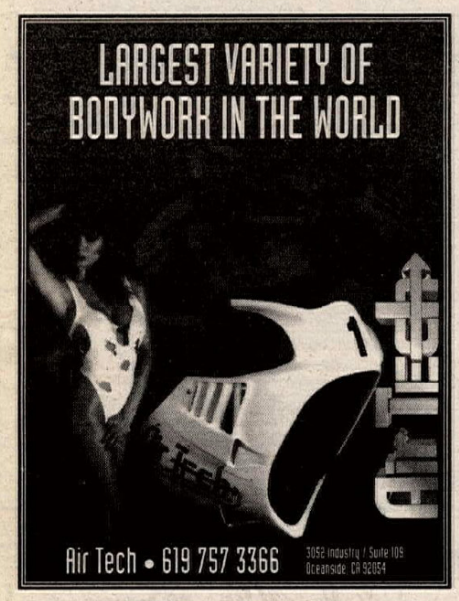

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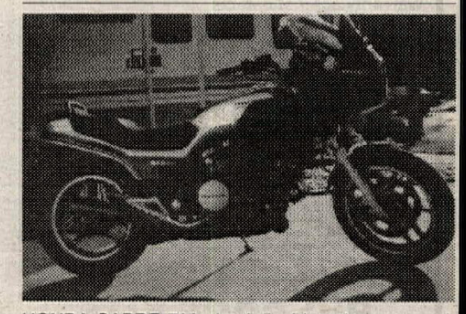

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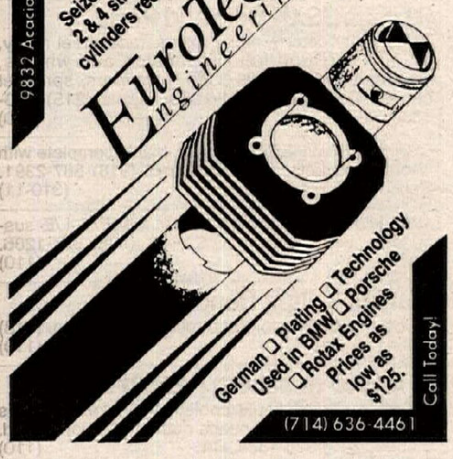

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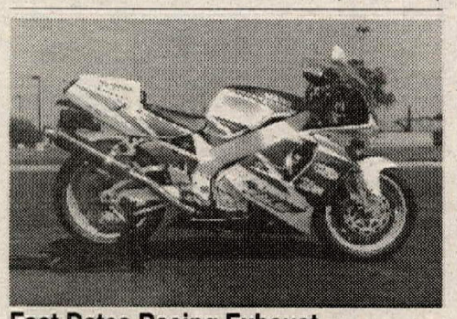

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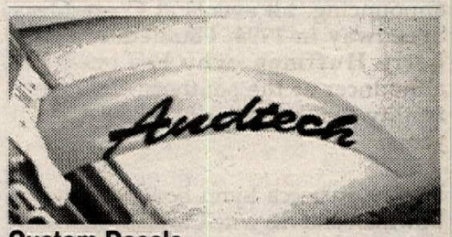


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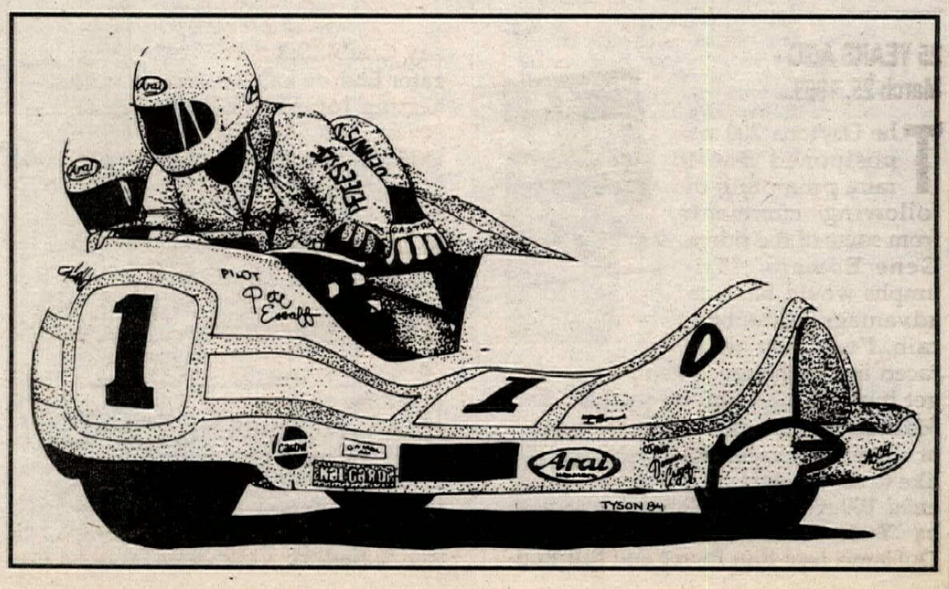

# FINAL MOTO

By Chris Jonnum

Ever pray to the God of Enduros? Maybe for rain (or a lack thereof) the day before an event, or for an early minute in the next drawing? Well if you do, be sure and speak clearly, because the Enduro God is no doubt European, and his paradise is the World Championship Enduro Series.

In the realm of motocross, the AMA Camel Supercross and National Championship MX Series are generally regarded as the pinnacles of the sport. Sure, the "World Championships" are held primarily in Europe, but everyone knows where the *real* world champ is crowned. In enduros, however, there is no such inaccuracy of titles. The best riders in the sport contest the World Enduros, and the World Enduro Champion is just that, and nothing less.

To gain a true appreciation for the flavor of European enduros, nothing can substitute actually visiting the Continent. A few years ago, I was fortunate enough to live in Italy for a year, working at Acerbis' Italian headquarters. The company's factory is in Albino, a small town in the Bergamo region. Italians regard this area much as Yanks once viewed southern California's "El Cajon zone," only it is world-caliber enduro and rally riders - not MXers - that are being bred in the foothills of the Italian alps.

Franco Acerbis - the boss of the company that shares his name - let me use a KTM 350 (the same bike Kevin Hines competed on in the Incas Rally) during my stay, and I frequently took it on weekend trail rides in the mountains. These are the same trails that were used in the '86 Italian Six Days, and they offer the best riding I've ever experienced. Costa Rica and Colorado are the only places that have even come close.

During my off-season rides, I'd frequently happen across factory enduro riders who were out practicing. On our unlicensed two-strokes, we'd ride through the streets of small towns without being hassled, and stop for a bite to eat in rustic mountain-top lodges. With training grounds like this, it's no wonder that Italians are among the best enduro riders in the world - the riding is so much fun, why do anything else?

As a part of my job, I also attended several World and Italian Championship Enduro rounds, and the Swedish International Six Days Enduro. I was there to work, not ride, but I was still struck by the carnival-like atmosphere that can only be gained by holding such events year after year. Parc ferme would typically be held in the local soccer stadium, and the pits were outside in the city streets. I remember attending the Italian round of the World Enduro Series, which ended with a grass-track special test in a farmer's tiered-off field. During the day, the many fans laid in the grass and ate picnic lunches, awaiting the riders' approach. When the competitors finally did arrive, they were cheered on by throngs of fans, who would run back and forth to various sections of the track, armed with airhorns and flags. They didn't yell just for the Italians - Swede Peter Hansson got the loudest cheer of all when the former GP rider turned two tiers into a stair-step double jump. Before the test, the scores of Hansson and Italian Giorgio Grasso were so close that the overall winner would be the one with the better time on that grass track. Grasso rode a few minutes after Hansson, and when his time - the day's fastest - appeared on the digital display in the middle of the field, the crowd lost it. When's the last time you witnessed that kind of spectator participation at an American National Enduro? You'll be lucky to see it at a National MX.

Perhaps the best feature of all when it comes to European enduros, is the venues in which they take place. Think Boston has history? Try France. The courses follow cobblestone city streets, and fans watch the action from buildings and bridges that are older than our Declaration of Independence. Special tests are held near town in lush pastures that have been used for generations, not hidden from the public in hazardous waste dumps or used-up dirt fields.

The Europeans have been doing this for long enough that they know the intricacies of the sport. When I first arrived at the Swedish Six Days, I was impressed by how organized the U.S. pits looked, and a little surprised by the apparent chaos of the Italian pit area. The Americans' rental cars were parked in the back of their pit, and they had three work stations set up directly in front of the spectators, each supplied with a trick tool board and a pair of brand-new tires. The Italian camp, on the other hand, was a confusion of haphazardly parked box vans and scattered tools. It wasn't until the riders finished the first day and were preparing their bikes for day two that I began to realize exactly who was organized and who wasn't. The American riders were impressive with their tire-changing speed, but they weren't nearly as efficient as the Italian mechanics. In European enduros, only the rider is allowed to work on his bike, but amid the "confusion" of the Italian pit, a chase rider would go unnoticed as he installed new tires, sprockets and brake pads on his rider's bike. As the saying goes, "It ain't cheatin' if you don't get caught."

At the risk of sounding like a traitor, I have to say that European enduros and enduro riders are the best. However, not everyone gets the chance to see those riders and races first-hand. For those who are able, I strongly suggest checking out events like the Nevada Rally and this year's Tulsa Six Days. They may not offer the European flavor of the Continent, but they do showcase the top off-road riders in the world.

We at *Cycle News* want to do our part as well. While we may not be able to send every hardcore American enduro fan to check out these events, we can do our best to bring the races to you. For over 15 years, we've provided in-depth coverage of the ISDE - the Olympics of enduros. With this year's Six Days being held in the States, we have bigger plans than ever. We'll have two staff reporters on the scene, and will publish the story the day after the event ends - not a week later.

In addition, we've decided to provide coverage of this year's World Championship Enduro circuit. Australian journalist Geoff Meyer, who is currently living in Europe, will supply us with words and photographs from the six-round series, as well as several other events. His first story appears in this issue, on page 30. Meyers attended and covered the Gilles Lalay Classic, an extremely technical enduro that makes our toughest events look easy. This event stands alone - it is not a part of the World Championship Enduro Series, which will start in April. The riders' names may be a little unfamiliar at first, but you'll get used to them as the year goes on. And when the Six Days rolls around, and you go to see what all the hub-bub is about, perhaps you'll think of Gian-Marco Rossi, Paul Edmondson, Giorgio Grasso, Svenerik Jonsson, Giovanni Sala and Fabio Farioli - not as hard-to-pronounce names, but as what they are - the best enduro riders in the world. CN

# IN THE WIND

Continued from page 3

announcing all events at Costa Mesa Speedway in 1994. Flanders replaces **Larry Huffman**, who has been the announcer at the southern California facility for the majority of the last 20 years.

**BORN:** Rebecca Lynn Bowman, to Jim Bowman and his wife Carol on February 26, in Fremont, California. Bowman is the president of the California Enduro Riders Association (CERA).

**AUTOGRAPH SIGNING:** At Action Kawasaki in Lafayette, Indiana, on March 17 from 4:00 p.m. to 5:30 p.m. Team Kawasaki's Mike LaRocco is scheduled to appear. For more information call 317/742-4021.

**BORN:** Dustin Dakota Walters to Lisa Walters on February 22 in Hattiesburg, Missouri. Dustin is *Cycle News* distributor Leo Potvin's first grandchild. Congrats, Leo.

**CORRECTION:** In a recent New Products section we gave the incorrect phone number for the distributors of the Carb Doctor Mikuni TMX tuning kit. The correct numbers are: C.C Racing Supplies, 412/444-6886 and Wide Open Racing, 805/257-3361.

**NAMED:** Suzuki as the official motorcycle of the National Hot Rod Association (NHRA). Suzuki vehicles will be used exclusively at NHRA events by NHRA staff and officials.

**AUTOGRAPH SIGNING:** At Drever Suzuki in Indianapolis, Indiana, on March 18 from 6:00 p.m. to 8:00 p.m. Team Suzuki riders Ezra Lusk, Jimmy Button, Brian Swink and Phil Lawrence are scheduled to appear along with Team Yamaha's Jeff Emig and Michael Craig. For more information call 317/243-2203. CN

# LOOKING BACK...

## 25 YEARS AGO
### March 25, 1969...

The Daytona 200 was postponed due to rain, prompting the following comments from some of the riders. **Gene Romero**: "Triumphs would have an advantage in the bad rain. I've never road raced in rain before. I don't want to get hurt this early in the season." **Bart Markel**: "I'm all for them running, rain or shine. I like racing." **Gary Nixon**: "I'd like to see it called off."...The rain-shortened 100-mile 250cc National was won by **Yvon DuHamel** on a Yamaha. DuHamel beat **Ron Pierce** and Brit **Rodney Gould**...**John Penton** won the Alligator Enduro in Daytona Beach, Florida, beating **John Buffaloe**. In short track action from Daytona, **Bart Markel** and **Dick Mann** split wins in the two-night event...

## 15 YEARS AGO
### March 21, 1979...

The Daytona 200 was won by **Dale Singleton** as he became only the second privateer to win the prestigious race. Singleton beat **Ron Pierce** by 15 seconds with Frenchman **Patrick Pons** finishing third. The Superbike 100 race at Daytona was won by Pierce, with the Californian beating Yoshimura Suzuki teammates **Wes Cooley** and **David Emde**. **Skip Aksland** beat **Freddie Spencer** and **Randy Mamola** to win the 100-mile Lightweight final at the Speedway. **Jimmy Weinert** beat **Bob Hannah** to win the Daytona Supercross. **Marty Tripes** finished third...

## 5 YEARS AGO
### March 15, 1989...

Supercross Series points leader **Rick Johnson** underwent surgery on his right wrist after a practice crash prior to the opening round of the AMA 250cc National MX Series in Gainesville, Florida. The Gainesville National saw **Jean-Michel Bayle** and **Mike Kiedrowski** score victories in the 250 and 125cc classes, respectively. Bayle topped **Jeff Stanton** and **Jeff Ward** to win the 250cc class while Kiedrowski beat **Damon Bradshaw** and **Guy Cooper** to win the 125cc class...**Dutchman Racing** won the AMA/CCS Endurance race at Daytona International Speedway with riders **Kevin Rentzell** and **Dale Quarterley**...**Scott Plessinger** won the second round of the AMA National Hare Scrambles Championship, beating **Terry Cunningham** and **Ed Lojak**...The second round of the Mickey Thompson Off-Road Championship Gran Prix Series was won by **Tallon Vohland** over **Brian Manley** and **Jim Holley**... CN

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